

The Yachtsmen's Magazine

January 1929

MOTOR BOATING



35 Cents

THE WORLD'S GREATEST AND LATEST LIGHT METAL



CHAS. B. BOHN

The authority who
developed

BOHNALITE

62%

LIGHTER THAN IRON

Here is a new light metal that is destined to revolutionize the practices of thousands of manufacturing companies.

For Bohnalite—a new light alloy—has already replaced the use of iron and steel in many and various American industries.

Bohnalite is 62% lighter than iron. Bohnalite has all the advantages of iron. Bohnalite possesses many highly important merits which are lacking in iron.

In Bohnalite you get unusual strength—unusual lightness—long life—a non-rusting metal that wears like iron. Easy to machine—easy to handle in the shop.

Tell us about your requirements. Let us tell you more about Bohnalite—its physical properties and the large number of large industries that are using a large volume of Bohnalite. Write for interesting new descriptive Bohnalite booklet.

BOHN ALUMINUM & BRASS CORPORATION, DETROIT, MICHIGAN

NEW YORK

CHICAGO

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PITTSBURGH

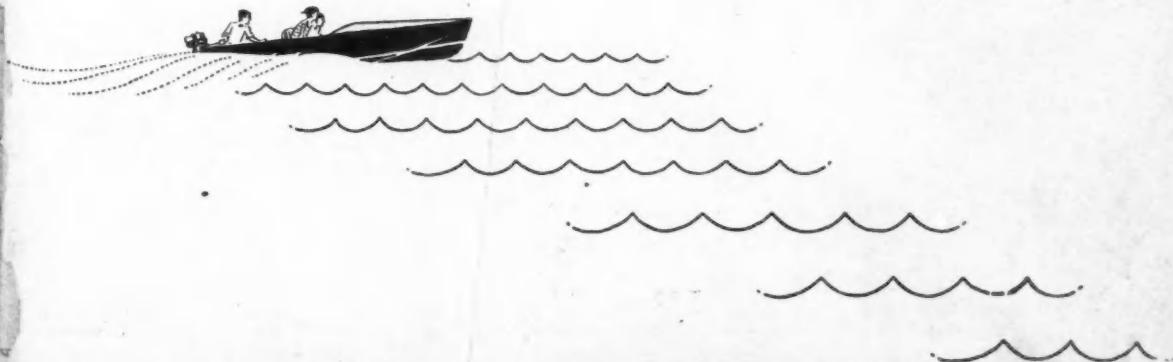
JANUARY, 1929

The

SEA HORSES ARE COMING



DEVELOPMENTS IN OUTBOARD
MOTORS LONG DESIRED BY EVERY
ONE ~ ~ **HAVE BEEN ACHIEVED**
IN THE NEW **SEA HORSE** MODELS
~THE JOHNSON MOTOR COMPANY
WILL MAKE FULL ANNOUNCEMENT
IN THE PAGES OF THIS MAGAZINE
NEXT MONTH ~PREPARE YOURSELF
FOR A NEW DAY IN OUTBOARD MOTORING



..... queen ships of the GREAT LAKES

— designed by HENRY C. GREBE & CO.
and built by the GREAT LAKES BOAT
BUILDING CORPORATION...protected with

EDWARD SMITH Paints & Varnishes

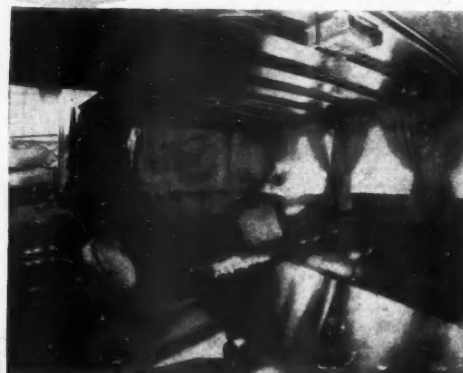
(BELOW) Interior view: RHEA III,
twin screw deckhouse cruiser with two
150 h. p. Bessemer Diesel engines. 103'
overall length, 18'6" beam, 6'10" draft.
Owned by Mr. Charles A. Monroe of
Chicago. Designed by Henry C. Grebe &
Co. and built by the Great Lakes Boat
Building Corporation.



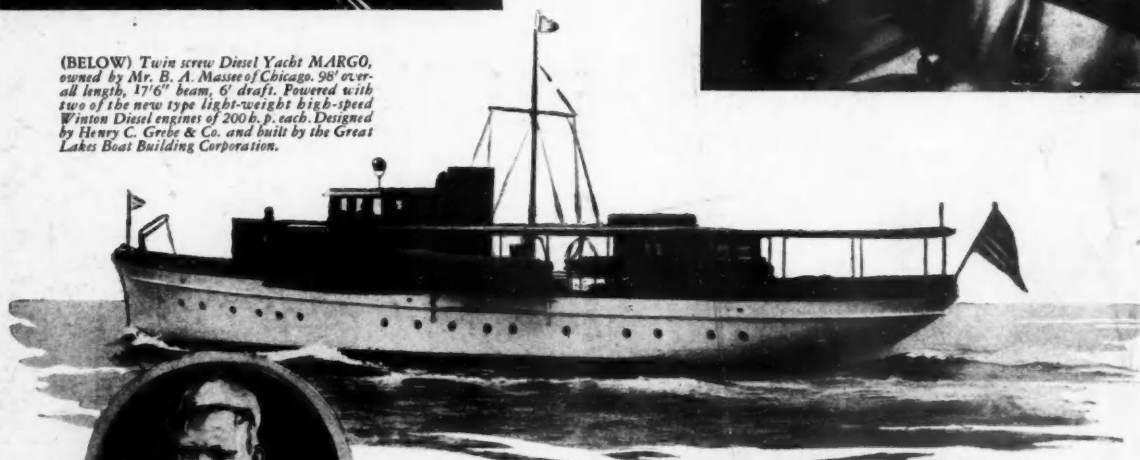
(BELOW) Interior view of
SOLACE, owned by Mr. L. S.
Wallace of Grand Rapids, Mich.
72'10" overall length, 14'6" beam,
4' draft. Powered with two 200-
h. p. 6-cylinder Sterling Coast
Guard Engines. Undoubtedly one
of the most perfectly finished yachts
ever turned out. Designed by Henry
C. Grebe & Co. and built by the
Great Lakes Boat Building Cor-
poration.



(ABOVE)
Express
Cruiser
SOLACE



(BELOW) Twin screw Diesel Yacht MARGO,
owned by Mr. B. A. Mauser of Chicago. 98' over-
all length, 17'6" beam, 6' draft. Powered with
two of the new type light-weight high-speed
Winton Diesel engines of 200 h. p. each. Designed
by Henry C. Grebe & Co. and built by the Great
Lakes Boat Building Corporation.



EDWARD SMITH & CO.

LONG ISLAND CITY NEW YORK

Makers of Marine Paints and Varnishes since 1827

ANOTHER GREAT ENGINE BUILDER STANDARDIZES ON DUPLEX MARINE ENGINE OIL

CAILLE

AFTER research and investigation extending over the period of one year—and after carefully observing performance afloat, the manufacturers of Caille outboard engines now specify exclusively the use of Duplex Marine Engine Oil, Outboard Special. (Duplex Outboard Special gives more power, more speed, cleaner engines and requires the use of less oil—these are the governing reasons underlying the Caille decision. (Caille engines are built to give maximum performance. They *do* give it. Duplex Outboard Special has aided greatly in the attainment of that end, hence Caille now instruct their owners to use Duplex.

ENTERPRISE OIL COMPANY, INC.

Established 1884

Buffalo, New York

Wholesale District Distributors in
San Francisco, St. Louis, New York, Chicago,
Philadelphia, Detroit, Houston, Miami,
Cleveland, Boston, Vancouver,
Palm Beach, Wilmington, (Calif.)

Dealers Wherever Boats Float



John Leslie and his Caille powered
Kro-Flite in which he made phe-
nomenal speed at Peoria.

DUPLEX MARINE ENGINE OIL

SEA-LYON

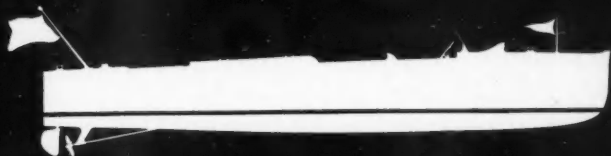
A new fleet of
exclusively fast
runabouts

First
public showing at
Grand Central Palace
NEW YORK
January 18th to 25th
1929

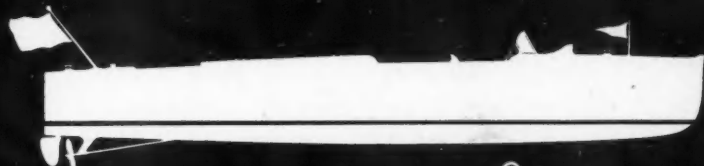
Those unable to attend the
exhibition can secure com-
plete details after January
18th by addressing

HOWARD W. LYON
INCORPORATED
HOTEL BARCLAY
535 Lexington Avenue
(At 69th Street)
New York

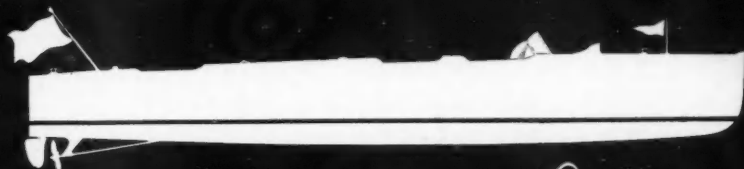
Telephone:
Vanderbilt 4445-4446
Service Station:
City Island 1645-1646



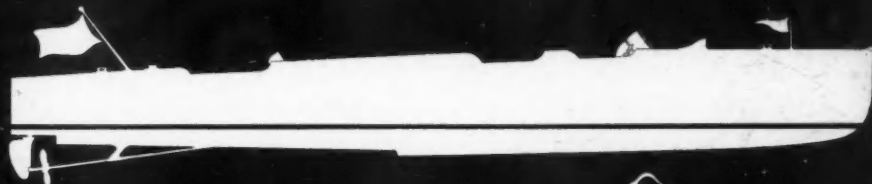
SEA-LYON 35



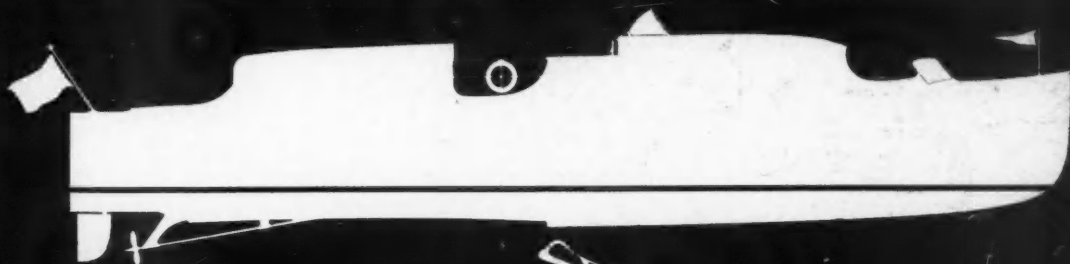
SEA-LYON 40



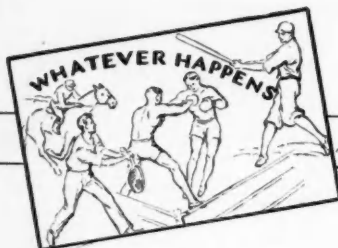
SEA-LYON 45



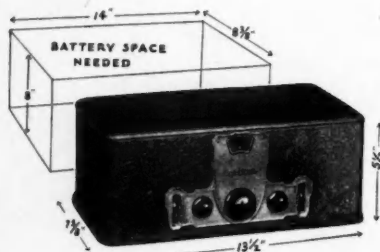
SEA-LYON 60



SEA-LYON COMMUTER



"YOU'RE THERE WITH A CROSLLEY"



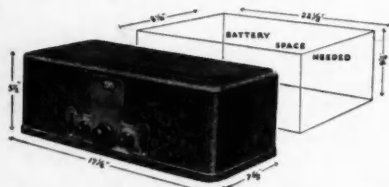
The 5-Tube Dry Cell Operated
BANDBOX, JR., \$33

The **BANDBOX, Jr.**, may be easily removed from its metal cabinet and installed in any panel. It does not use an excessive amount of current.



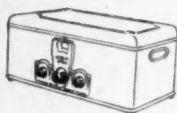
MUSICONE \$15

Original successful cone speaker, outstanding today among magnetic speakers. Improved—modern



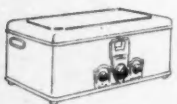
6-Tube Battery Type BANDBOX \$53

Genuine neutrodyne with all modern refinements. Powerful, sweet toned and clear. Use storage A battery and B and C dry batteries.



New AC Electric Power Speaker GEMBOX \$65

Genuine neutrodyne. Operates on 40 to 25 and 60 cycles. All modern refinements incorporated in this model — the leading AC power speaker radio.



8 tube AC Electric SHOWBOX \$80

Genuine neutrodyne, 3 stages of radio amplification, detector, 2 stages audio (last one being two 171 push-pull power tubes) and 280 rectifier. Operates on same current as GEMBOX.



NEW DYNAHONE \$25

Introduces for the first time in the popular priced field power, volume, depth of tone and rich reproduction never before believed possible.



The Ideal Yacht Radio!

Compact, powerful battery operated radio as modern as the newest AC all electric sets brought out this year.

For service on yachts you can obtain a Crosley radio that takes up surprisingly little room—operates from either storage battery or dry cells and provides a reception which is comparable to the performance you get from today's new AC radio. A glance at the above dimensions will show their adaptability to yachts.

Crosley has designed two small, compact, powerful battery type receivers—the Bandbox and the Bandbox, Jr. Both fit the limitations of the average yacht.

These two models incorporate Crosley modern radio design. Their amazing efficiency permits the most excellent results even with a short antenna.

The superiority of the Bandbox and the Bandbox, Jr., reflects the leadership of the entire Crosley line in performance and value. Crosley asks you to try his radio in your own home first on a free trial. Get in touch with the nearest dealer. 18,000 odd serve the country. If you can't find one, write the factory, Dept. 62.

THE CROSLLEY RADIO CORPORATION

Powel Crosley, Jr., Pres.
Cincinnati, Ohio

Montana, Wyoming, Colorado, New Mexico and West
Prices Slightly Higher.

Prices of Crosley Receivers do not include tubes

CROSLLEY RADIO

36' Seagull Cruising Express, designed by John L. Hacker, built by Robinson Marine Const. Co., equipped with 1 1/4" Tobin Bronze Shafting.

TOBIN BRONZE

REG. U. S. PAT. OFFICE



Insurance against propeller shafting failures

WHEN you buy or build that new speed boat, remember that propeller shafting of Tobin Bronze is a great asset. Her rudder, rudder stocks and plates, and other submerged metal parts should likewise be of this time tested Copper Alloy.

It pays to insist on Tobin Bronze. The foremost naval architects and marine engineers specify it, and leading boat builders throughout the country use it. One of them, the Robinson Marine Construction Company, Benton Harbor, Michigan, has this to say of Tobin Bronze:

"Our SEAGULLS, which are now 38' 6" long, are built of the best materials available.

"Naturally, in a boat of this type, we use Tobin Bronze for the propeller shafting and as a fastening material wherever bolts are required. *There is nothing nearly as well suited to our requirements.*"

Tobin Bronze is an exclusive Anaconda Alloy combining high tensile and torsional strength with uniform texture and maximum resistance to corrosion. It is manufactured solely by The American Brass Company and furnished in the form of Sheets, Rods, Tubes and turned and specially straightened shafting. The name "TOBIN BRONZE" is rolled in the metal for your protection.

THE AMERICAN BRASS COMPANY

GENERAL OFFICES: WATERBURY, CONNECTICUT
Offices and Agencies in Principal Cities

ANACONDA SHAFTING



Reg. U.S. Pat. Off.

For Special Service

Everdur is offered for service where lighter weight shafting with an ample margin of safety is desired. This Manganese-Silicon Bronze alloy combines the strength of steel with high resistance to corrosion.

NOTHING FINER CAN
BE SAID OF ANY
CRAFT *than:*



EXHIBITING AT
NATIONAL MOTOR BOAT SHOW
JAN. 18-26

BUFFALO GASOLENE MOTOR CO.

1280-1290 Niagara Street,
Buffalo, N. Y.

New York Office:
347 Madison Avenue



RARE BEAUTY

IN HULL CONTOUR

*Speed without stint
A Glorious Boat to Own!*

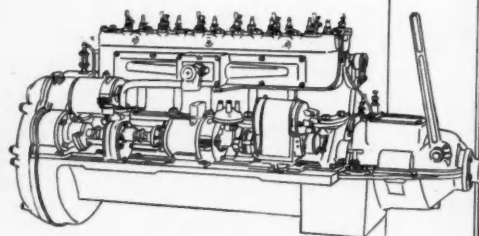
This handsome boat—commuter and cruiser combined—is adapted to the new-day needs of every yachting enthusiast. Thirty-nine feet of stout hull provides unbelievable smoothness of action in the roughest weather. An excellent cabin arrangement preserves every convenience for extended cruising trips. Planked throughout in genuine mahogany . . . Framed in toughest oak . . . Designed for smart maneuvering with new type driving controls . . . Hall Scott powered to give 28 to 33 miles per hour . . . The Robinson Seagull lures you with its animated beauty and speed to the stimulating joys of fast water travel. Description, specifications, and delivery dates on request.

Represented by A. C. F. Salons, 217 W. 57th Street, New York City, and 500 W. Jefferson Avenue, Detroit; Walter Moreton, 1043 Commonwealth Avenue, Boston; Kimball Marine Corp., 29 Wacker Drive, Chicago; R. B. Lechinger, Houston, Texas.

ROBINSON *Seagull*



ROBINSON MARINE CONSTRUCTION CO., Benton Harbor, Mich.



When it's Zero in the northland

PLEASURE boating is no longer an exclusively summer sport.

The southern sailor is becoming a water traveler. Long trips over open water to distant keys have made him demand the same dependable motor service that his northern brothers has always insisted upon. This is why he had turned to Palmer Engines.

Dependability and durability have characterized Palmer Engines for 30 years. New and tried designs free from faddish freaks have given them compactness, lightness and an unbelievable freedom from vibration.

The Palmer Line is a big line. There is an engine for every type of boat. See our local agent or write us direct for details.

PALMER BROS. ENGINES, INC. Cos Cob, Connecticut

PALMER

THE PALMER LINE

YT1 — 1-cylinder.... 2 h. p.	F4 — 4-cylinder.... 35 h. p.
PNR1 — 1-cylinder.... 6 h. p.	F6 — 6-cylinder.... 50 h. p.
PNR2 — 2-cylinder.... 12 h. p.	NK2 — 2-cylinder.... 25 h. p.
PNR3 — 3-cylinder.... 18 h. p.	NK3 — 3-cylinder.... 35 h. p.
PNR4 — 4-cylinder.... 24 h. p.	NK4 — 4-cylinder.... 50 h. p.
ZR1 — 1-cylinder.... 7 h. p.	NK6 — 6-cylinder.... 80 h. p.
ZR2 — 2-cylinder.... 18 h. p.	VH1 — 4-cylinder.... 14 h. p.
ZR3 — 3-cylinder.... 30 h. p.	VHL — 4-cylinder.... 20 h. p.
ZR4 — 4-cylinder.... 40 h. p.	Little Huskie
F2 — 2-cylinder.... 18 h. p.	— 4-cylinder.... 15 h. p.
F3 — 3-cylinder.... 25 h. p.	Power-Boy Six
	— 6-cylinder.... 40 h. p.

See the Palmer
line at the New
York Motor Boat
Show . . . Block
W, Mezzanine
Floor

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New York, N. Y.
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Baltimore, Md.
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Philadelphia, Pa.
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Portland Pier
Boston, Mass.
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Street
Norfolk, Va.
Gas Engine & Boat Corp.
Bilexli, Miss.

Portland, Ore.
Oregon Marine and Fisheries
Supply Co.
Seattle, Wash.
Pacific Marine Supply Co.
Vancouver, B. C.
V. M. Dufoe, 1100 Powell St.
Jacksonville, Fla.
122 South Ocean Street
Tampa, Fla.
Ft. of Whiting Street
Miami, Fla.
B. E. Schubert, 1008 North
West 8th Street Road
F. B. Kennedy

CURRENT

for every

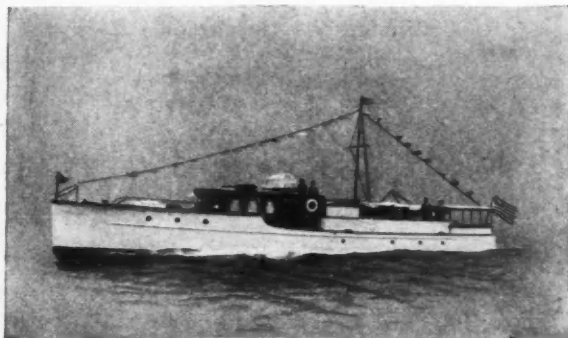
Equipment Need

Exide-Ironclad Marine Batteries insure an ample supply of reserve power for all electrical requirements

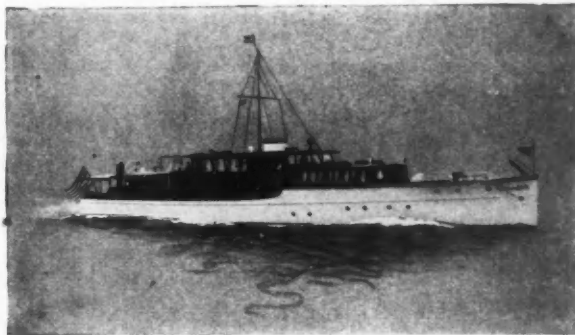
{ Look for the Exide display at the Motor Boat Show, Booth No. 2, 3rd Floor Grand Central Palace }



THE SPEEDY COMMUTER, "CIGARETTE," a Wells-designed boat built by Henry B. Nevins, Inc., carries a 16-cell MVA 15 Exide-Ironclad Battery.



ANOTHER 75-FOOT COMMUTER, FROLIC III, has a 16-cell MVA 13 EXIDE-IRONCLAD. This boat was also designed by John H. Wells, Inc., and built by The Mathis Shipbuilding Corporation



MARGARET F. III, designed by John H. Wells, Inc., and built by Robert Jacob, Inc. This fast 106-foot cruiser is equipped with a 60-cell MVA II Exide-Ironclad Marine Battery.



HER TWIN, LURA M. IV, designed and built by the same experts —and is equipped with the same type of battery.

LIGHTS, refrigeration, auxiliary pumps, radio... Every power requirement of the modern yacht is easily handled by Exide-Ironclad Marine Batteries.

These batteries are a thoroughly dependable source of current supply at all times. They maintain a consistently high and steady voltage.

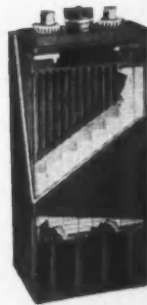
Exide-Ironclad cells are completely sealed. They give long as well as dependable service because of the special tube construction of the positive plate. And, best of all, they require little attention to keep them in good operating condition.

There is an Exide factory representative in every coast and inland port of importance. Any of these men will be glad to give you full details about these long-lived, dependable batteries.

Exide

IRONCLAD

YACHT BATTERIES

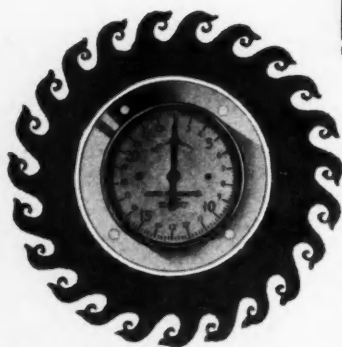
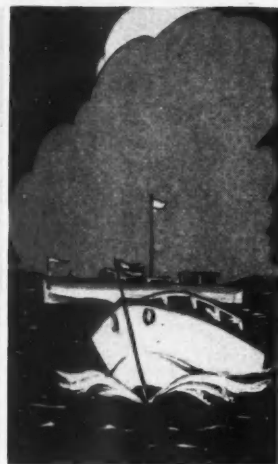


This is an Exide-Ironclad cell, cut away to show the plates in position.

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

Exide Batteries of Canada, Limited, Toronto

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York



Jones Type M Tachometer
Centrifugal type, calibrated. Connections S.A.E. standard. Mounts on wooden dashes or bulkheads up to 1" in diameter. Standard ranges from 5-50 R.P.M. up to 1000-10000 R.P.M.

FEED A MOTOR

Feed-A-Motor is electrically driven. A magnet flexes a copper bellows on the suction stroke. The bellows reaction causes the discharge stroke, in turn controlled by the carburetor float, which opens and closes a needle valve in the carburetor bowl. When the float falls, the bellows discharge stroke takes place, the bellows magnet automatically drawing the bellows back for the suction stroke. When the float rises and closes the needle valve, the bellows reaction ceases until float falls. Current consumption at six volts is only .04 amperes, or one-sixth the battery consumption of a radio tube. Feed-A-Motor's battery consumption varies in proportion to number of gallons of fuel pumped per hour. Feed-A-Motor pumps are made for 6, 12 and 32 volts D.C.



Flood Lighted Type T Instrument Panel
Complete with Tachometer, Oil Pressure Gauge, Heavy Duty Ammeter, Distance Type Thermometer and installation connections. Nickelled brass bezel and gold-silver mat.

INCREASED MILES OF CRUISING PLEASURE

Smooth water or rough, Feed-A-Motor maintains uniform fuel flow to your engine and thereby safely increases your range of cruising pleasure. With three times the total capacity of any other electro-magnetic pump, Feed-A-Motor pumps any required fuel capacity up to 20 gallons per hour to your engine from main or reserve tanks. ¶ Another important safeguard of your boating comfort is the Consolidated marine tachometer, precision-built to indicate the slightest engine R. P. M. fluctuation so that you can correct any trouble at its inception. ¶ Better still, equip your boat with Consolidated Type T Instrument Panel, which includes a tachometer, oil pressure gauge, heavy duty ammeter, and distance type thermometer; and know at a glance the efficiency of your engine's performance.

Address Dept. L for descriptive folders

Manufacturers desiring to install Feed-A-Motor or Consolidated marine instruments in quantities as standard equipment are requested to write for full information.

Consolidated Instrument Co. of America, Inc.

305 East 47th Street, New York City

Western Rep.: M. E. HULSE, 5391 Broadway, Oakland, Calif.

CONSOLIDATED INSTRUMENTS

JANUARY, 1929

Next Summer Commute by Water



There is nothing more enjoyable—no health giving tonic in the world—to compare with the clean, bracing tang of salt air on sunny blue water.

A Crisp Refreshing Start For a Mid-Summer Business Day

COMMUTING—in its newest sense—by water—has arrived. Down the bay, up the river, in from outside—you see these fleet, rakish, swagger looking craft speeding hundreds of busy executives to downtown offices refreshed and eager for a great day's work.

Luxury? Not a bit of it. Rather a sound investment in health and more efficient thinking.

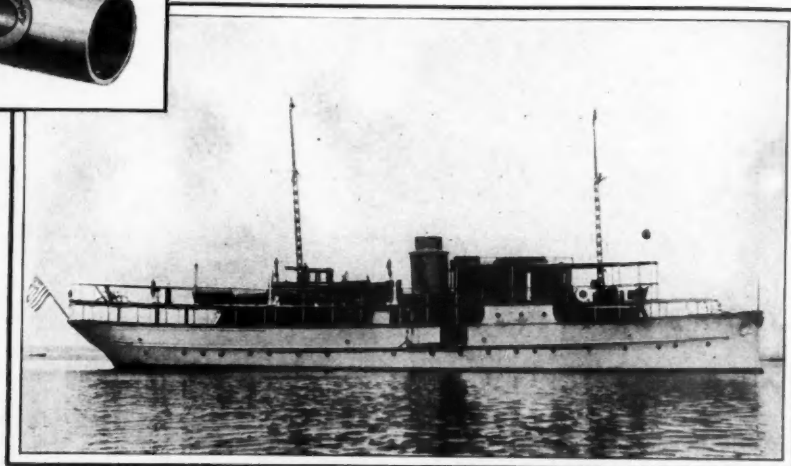
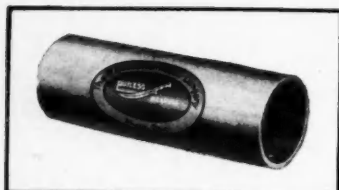
The Consolidated Shipbuilding Corporation offers the Commuter, designed, motored and constructed with the exacting precision and painstaking detail that has always characterized Consolidated boats. They inspire a pride of possession that is equalled by no other inanimate thing owned by man.

The time to consider your Commuter is now. We shall be glad to talk it over with you—show you sketches and offer suggestions—all, of course, without cost or obligation. Merely write or phone for an appointment and it shall be arranged.



Consolidated
Shipbuilding Corporation
MORRIS HEIGHTS NEW YORK

Mention MoToR Boating, 57th St. at Eighth Ave., New York



Left—130' twin screw yacht "Nenemoosha," designed and owned by Alfred I. duPont, Esq., Wilmington, Del. Built by the Newport News Shipbuilding and Dry Dock Co. Equipped with Goodrich Cutless Rubber Bearings in stern tubes and struts.

Above—a Goodrich Cutless Rubber Bearing

"My experience with your Cutless Bearings has been *really remarkable*,"

—ALFRED I. DUPONT, *noted yachtsman*

Prominent yachting enthusiast and engineer tells how Goodrich Cutless Bearings have contributed to the perfect performance of the "NENEMOOSHA."

"MY BOAT is kept in commission twelve months of the year," writes Alfred I. duPont, who designed and personally superintended the building of the "Nenemoosha," pictured above, "and has seen very nearly four years of service, during which period your bearings have received no attention or replacements."

This endorsement of Goodrich Cutless Rubber Bearings is the more striking by

virtue of the fact that Mr. duPont is himself an engineer.

Mr. duPont continues: "The propeller shaftings have never been out of position, have never needed re-alignment, or any attention whatsoever, nor have they been troubled with any heating of boxes or bearings.

"You can unquestionably recognize the fact that the satisfaction given by these bearings has been one of the important mechanical features which has made this boat so eminently satisfactory.

"I should be only too pleased to permit you to use my experience with your cutless rubber bearings to the end that

others be advised of their merit."

Goodrich Cutless Rubber Bearings eliminate shaft scoring and vibration. They banish mid-season dry-docking. They outlast all other types of bearings. They are water-lubricated. They are endorsed by prominent designers and naval architects, and used as standard equipment by leading boat builders. They are especially recommended for use with bronze or Monel metal shafting. On your next boat, specify Goodrich Cutless Rubber Bearings.

For additional information write to the distributor nearest you.

The B. F. Goodrich Rubber Company.

DISTRIBUTORS:

METROPOLITAN DISTRICT:
Topping Bros., 159 Varick St.,
New York City.

FREEMONT, L. I., N. Y.
The Columbian Bronze Corp.

BOSTON, MASS.
Walter H. Moreton Corp., 1043-
45 Commonwealth Ave.

HARRISBURG, TEXAS
Peden Iron & Steel Co.

LOS ANGELES, CALIF.
Pacific Goodrich Rubber Co.,
1386 E. 7th St.

NEW ORLEANS, LA.
Arthur Duvics Sons, 122 Char-
tres St.

Alker-Donovan Co., Inc., 435
Camp St.

Staufer, Eshleman & Co., Ltd.

WASHINGTON, D. C.
R. L. Fryer, Special Rep., B. F.

Goodrich Rubber Co., Cutless
Bearing Division, 430 Trans-
portation Bldg.

CHICAGO, ILL.
K. M. Walker & Co., 327 So.
La Salle St.

JACKSONVILLE, FLA.
Gibbs Gas Engine Co., of
Florida, 26 South Main St.

PHILADELPHIA, PA.
Marine Equipment & Supply
Co., 116 Walnut St.

SEATTLE, WASH.
Pacific Goodrich Rubber Co.,
115 King St.; Pacific Marine

Supply Co., 1223 Western Ave.

SAN FRANCISCO, CALIF.
Pacific Goodrich Rubber Co.,
650 Second St.

Ford & Geirrine, Balfour Bldg.

DETROIT, MICH.
H. H. Smith & Co., 334 E.
Jefferson Ave.

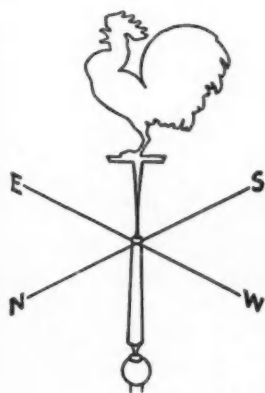
TAMPA, FLA.
Knight & Wall Co.

BALTIMORE, MD.
The James Walker Co., 123
Light St.

LANCASHIRE, ENGLAND
British Goodrich Rubber Co.,
Ltd., Leyland.

FRANCE
Societe Francaise B. F. Good-
rich, Colombes (Seine).

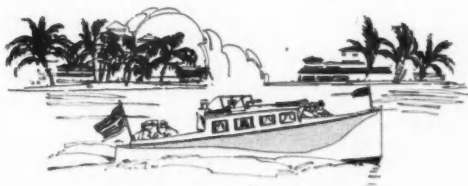
Goodrich



**NORTH
SOUTH
EAST and
WEST**



+ + *Wherever Summer
Sunshine and Rippling Waters Call,
You Will Find the CORSAIRS*



A CORSAIR Cruiser or Crusader will bring a new enjoyment and thrills galore to whatever winter playground you may choose. Trim, commodious and comfortable, ideally suited to cruising in all waters, their sleek lines designed by famous naval architects—these distinctly unusual thirty-footers are in every way comparable to any custom-

craft afloat. A new, completely equipped plant at Trenton, Michigan, an ever increasing demand and the most modern methods of production permit them to be offered at a figure which is exceptionally low. Our catalog will give you complete details. We will be pleased to mail it at your request.

CHENEVERT & COMPANY

1030 Buhl Building

Builders of Corsairs and Custom-Built Yachts

Detroit, Michigan

D I S T R I B U T O R S

BRUNSWICK, GA.
Brunswick Hudson Essex Co.

BOSTON
Atlantic Radio & Marine Co., Inc.
20 Brookline Avenue
MIAMI, FLA.

J. Roy Tracy - West End Boat Yard
TOLEDO, OHIO

E. M. Littin - 2503 Broadway
CHICAGO, ILL.

Samuel & Cramer Co. - 225 No. La Salle St.



The CRUISADER



The CRUISER

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JANUARY, 1929

Vol. XLIII, No. 1

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

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FLORIDA IS READY

MORE beautiful than ever this year, our young friend, Miss Miami Beach, a little more dashing, a lot more sophisticated, and simply all atingle to introduce Herbert Hoover to the crowd. Over one hundred brand new homes to grace her tropical background—just that many more attractive oases! wherein to imbibe one's—ah—tea . . . The Bath Club, youthful prodigy, has stretched itself out to twice its original size, with a typical overnight embellishment of landscaping . . . The golf courses have sputtered forth miniature fountains all summer from new submarine sprinkling systems and the greens, topographically and artistically look like gifts o' the gods.

Several boatloads of that good Everglades muck at about a dollar an inch has been dumped on the polo fields, and the hedges trimly clipped. Tennis courts are in great shape, too.

Carl Fisher's home, by the way, resembles a smaller edition of the Deering estate, with its purple bougainvillea trained in that fallen-arch effect.

There's a magnificent new boulevard from the Firestone estate to the Pancoast, and all other beach roads have been widened. Along the ocean front, from the Pancoast to Roney-Plaza, is a wide cement walk.

An advance guard of commodores, colonels and generals have stormed the island, and are sneaking extra doses of sun. Gar Wood has been flitting about in his plane and there have been dozens of airplane trips to, and from the north by Miami Beach fans, who just couldn't wait another moment to look 'em over. Aviation has zoomed to sudden dazzling heights, Greater Miami is cluttered with airplane terminals and hops to the islands are common as periwinkles.

Yachts are cruising in . . . even the kids in school are enrolled in boat-building classes . . . Major Seagrave is coming . . . Vanderbilt's Ara slipped out a week or so ago, bent on high adventure.

The Fisher hotels have the usual guest list apparently compiled from the Blue Book, and things should be more gay and gorgeous than ever. The sail fish are positively standing on their tails and wriggling in anticipation, and Herbert Hoover is planning to catch 'em all!

GREATER SPEED PROMISED

Gar Wood, dean of motor boat racing, declared that in all probability existing speed records for salt water will be shattered at the annual Biscayne Bay regatta next March.

The Detroit commodore made this statement during his recent visit to Miami Beach which he made in his new Fairchild cabin monoplane. He said he would attempt to set a new salt water mark this season with his Miss America VII, the hydroplane that broke the world's fresh water record by making 93 miles an hour at the Detroit regatta in September.

He is expecting competition from across the Atlantic this year as it is reported that Maj. H. O. D. Seagrave, who burned the sands at Daytona Beach last winter with a special English racing machine, will try for a water record this year with a high speed craft which it is said he will bring over soon after the first of the year.

The annual regatta at Miami Beach in March is one of the three big annual events in the motor boat world, the other two being the gold cup races in the East and the midsummer races in Detroit. Year after year, motorboat history has been made over the Flamingo course, not only in the establishment of new records but in the development of new classes of speed craft. The popular runabout water speedster owes its development to the annual contests at Miami Beach that produced this type of sturdy craft which travels through the water at express speed. This is the type of boat developed by Gar Wood which enabled him to win the annual competitions for the Fisher-Allison gold trophy which the commodore won permanently.

"We will make new experiments for speed this winter on a nautical mile course in Indian Creek," says Commodore Wood. "We have found that the statute mile, which we have formerly used for our trials, is not recognized internationally for world's records. A nautical mile is about a mile and a seventh.

"I do not believe we have reached anything like the maximum speed for watercraft. Right now I cannot say what the means will be to increase the speed but we will find a way.

Miss America VII, which attained a speed of over 90 miles an hour in fresh water, is 28 feet long and is powered by two 1,000 horsepower Packard marine motors. This is two feet longer than Miss America VI which broke up in trials with Mr. Wood and his mechanic in the wreck-age.

YACHTS ARRIVE

Riding easily at anchor, the fleet of yachts at the Miami Beach boat slips, and at other anchorages, anticipates a bright season, with many a yachting party on the more or less placid waters of the bay or out into the rollicking ocean.

Among the recent arrivals is the well-known Shadow K., owned by Carl G. Fisher, which has been in service around Long Island this summer. It was brought down by Capt. C. B. Hewes and a crew of 15. This 150-foot ocean-going yacht is used by its owner in entertaining parties during the season and makes frequent trips to the Cocolobo Cay club.

Victor E., an express cruiser owned by Victor H. Ehrhart, Pittsburgh banker, was placed in commission early in November and put in service on his arrival the latter part of the month.

One of the largest yachts in the harbor is Seaforth, purchased in September by William J. Matheson, pioneer Miamian and owner of Key Biscayne. It is 160 feet long and carries a crew of 19 men with Capt. R. Cronquist in command. It will dock for the winter at the Miami Beach Municipal docks.

A. J. Trumbull of Detroit has augmented his boat possessions with a fishing boat, the Poor Fish, built for him this summer.

G. L. (Tex) Rickard's express cruiser, Maxine, named after his young daughter, has been put in commission and is awaiting the owner's return from New York.

P. M. Gelatt, of La Crosse, Wis., and Miami Beach, has arrived for the winter and expects his new cruiser, recently completed, to arrive in December. Mr. Gelatt is also the owner of the speedboat, Tootsie G.

Sea Boots, a nifty cruiser owned by H. W. Chadbourne, New York, will share the owner's time with Sea Boots, Jr., a fishing boat with two engines and designed especially for Gulf Stream fishing of which Mrs. Chadbourne is a great enthusiast.

Margaret F., a 72-foot yacht owned by Charles T. Fisher, vice president of General Motors Corporation, Detroit, is ready for its owner and family which will arrive soon after the holidays.

Other craft being prepared for the arrival of their owners are: John Hertz' Purdy-built express cruiser, Helen; Gar Wood's cruiser, Gar Sr., equipped with two 500-horse power engines and capable of doing 45 miles an hour; Wampus, owned by W. J. Morris, Pittsburgh; the former Nunnally yacht, Bacardi, now the property of Frank Guyton, Kansas City; Lena, owned by Theodore Dickinson of Chicago and Miami Beach; Idono, owned by A. T. Tanner of Waterbury, Conn.; Hoosier, belonging to Herbert Duckell; Dorothy, owned by Miss Dorothy Cadwallader; Mate-o'-Mine, belonging to F. Dowling; Alarm, owned by G. L. Kingsland, and Terradella, formerly owned by the late Elliott F. Shepherd, now belonging to Dr. Fay.

(Courtesy of the Gondolier.)



*Tebo Service to
Owners of Fine Yachts*

IT is no unusual thing that forty or fifty of America's most prominent pleasure craft are snugly berthed or undergoing reconditioning or repair at one time at Tebo Yacht Basin.

A distinct advantage of Tebo Service is that all manner of marine work is accomplished within the confines of the Yard itself...Tebo has always served the most distinguished clientele on the Atlantic Seaboard.

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THE AMATEUR QUESTION

By BRUNO BECKHARD

OTHER SPORTS

A SURVEY of the treatment of amateurism in other fields indicates a different treatment according to whether the sport is exercised through a team, through an individual dependent on his own efforts or through an individual dependent chiefly on equipment. In team sports the definition of the standing of the players is chiefly a basis for representation in a field in which the player or participant has not the final decision as to whether or not he shall take part. The same is true of nearly all sports.

In field athletics, tennis, golf, etc., equipment plays a very small part. Amateurism in these sports is almost entirely a matter of regulating the individual so that his amateur activities will not result in material gain. Provision is made in golf, however, to allow amateurs and professionals to meet in open competition, and the same thing is being discussed in tennis. It happens in nearly all forms of competition that any limitation based on anything other than the skill of the performer eventually leads to the deterioration of the value of such limited title or championship.

In sports largely dependent on equipment, regulation bears a direct relation to the nature of the sources of equipment. If the equipment is definitely limited to commercial sources, we get a sharp line between producers and consumers. In automobile racing the consumer has disappeared. In motorcycle racing we find a division into producer and consumer groups—but the term professional is limited to drivers who race for cash prizes.

In sailing and iceboating we get an entirely different situation inasmuch as the driver must assume a certain amount of responsibility for the nature of his equipment, and his knowledge and ability in this direction constitute a valuable contribution to the sport in which he takes part.

All these sports assume the right to decide for themselves what in their particular field shall constitute an amateur, and the care exercised in one field to preserve the amateur standing of the individual is no guarantee that he will be accepted as an amateur in any other field. We may therefore ignore this phase of the matter with the possible exception of the college ruling against competition for money. This can be met by a general rule that minors should always be granted the option of accepting merchandise in lieu of cash prizes where such are offered.

MOTOR BOATING

Motor boating combines the characteristics of the last two fields considered above, and differs from all other sports in its relation to equipment. Superficially the motor end bears relation to the automobile and motorcycle conditions—and this is particularly true as it affects beginners. At a later stage the relation of power plant to hull involves the driver in no little responsibility for his motor. Both beginner and expert, however, may assume responsibility for the hull. The driver's interest in knowledge of and responsibility for his equipment is something we definitely wish to encourage.

There is no clear distinction between the enthusiastic dilettante and the trade. Both require the same facilities and must give similar attention to practically the same details. A dealer may not have as much experience as his customer in driving, building boats or tuning motors, may not be in a position to spend as much money—and in some cases the supposed customer builds or even sells more boats, etc., than the supposed builder or dealer. It is not always possible to decide whether the individual is or is not in the trade—nor is he always consistently one thing or the other. And development may come from the independent driver as readily as through a shop or factory source.

The truth is that there are two kinds of racing. If a man buys a boat for general use and its possession prompts him to race he wishes to race in a restricted group where he, and therefore presumably every entrant, stands a reasonable opportunity of scoring. For his purposes the actual speed obtained is secondary to a basis of equality among the drivers. This is not a question of how a man makes or spends his money but almost entirely a matter of limited equipment. To this may or may not be added a restriction as to the experience of the driver, or these may be found to go together—but in any case the purpose is to achieve equality of opportunity.

Now if from this beginning a man becomes interested in seeing how fast he can go, if he sets out accordingly to get the best equipment, we immediately reach a different basis. Equality is no longer the goal, on the contrary, inequality is essential to the desired result.

It is for this reason that a single form of racing never satisfies the entire field, and we are under constant

pressure to restrict one end or the other, or more particularly to sacrifice one end for the other. The beginner feels that he cannot be expected to race against the more experienced driver and wants the latter classified as a professional; whereas the more experienced or more enthusiastic driver objects to being held down to the limitation of the beginner. Most of the problems relating to amateur and professional trace to this confusion and to the use of words that have a specific meaning in the sport but another meaning in common use. As a consequence all the terms we now use assume an entirely false value. The virtue implied in the amateur is transferred to give virtue to inexperience, lack of preparation, etc., and from this false basis any class excluded from the meaning of the term amateur, whether good or bad, comes under a cloud.

Since all A. P. B. A. racing is amateur, and since we wish to exclude only the man who is paid for handling a racing boat, we can dispose of this end of the matter by a negative definition, namely:

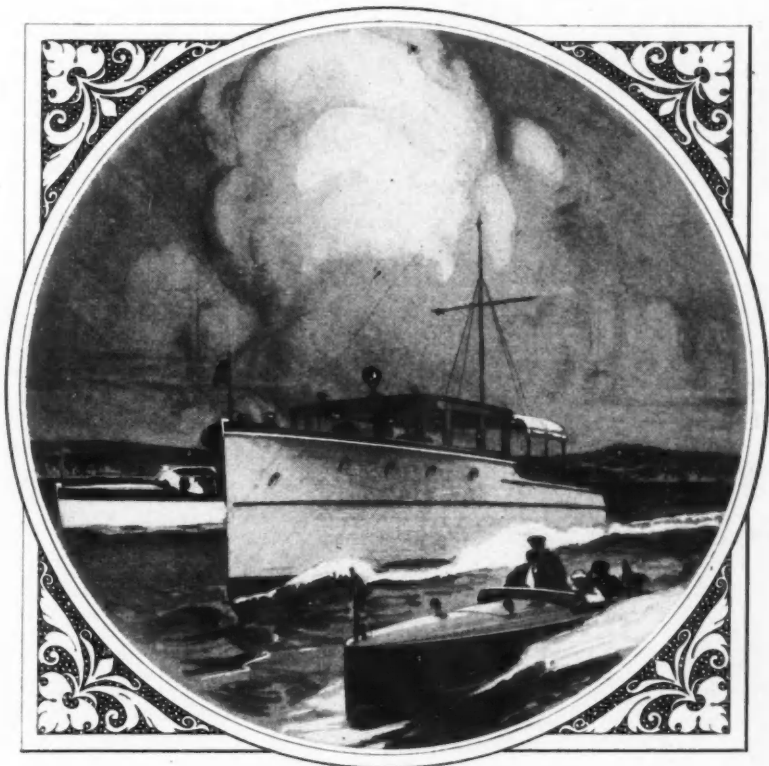
No driver who is paid for or receives remuneration (not meaning cash prizes) for driving a racing boat can be considered as an amateur. There is no need of further use of the word.

Before considering the logical horizontal and vertical divisions suggested by the foregoing analysis it is in order to point out that the field of our inquiry is greatly changed by the sudden increase in the number of drivers due to the present popularity of outboard motor racing, and may be changed still further with the normal growth of the 2½ liter class. Our purpose is to suggest only such definitions as will properly apply to all classes, leaving the application of the general principles to each class to work out.

For the greater part of the year your committee and others interested in the subject have tried to find names for the different classes, much as the term Corinthians covers the amateur field in sailing. And while we had these terms worked out in detail we welcome the suggestion that comes to us through Mr. Chapman that we merely number the various groups and let it go at that.

Inasmuch as we are here concerned with a distinction in drivers rather than in equipment, and since the two have a certain logical relationship that works itself out in practice we make our first division on the basis of experience, to wit:

(Continued on page 72)



LEADERSHIP

ON LAND AND WATER

Wherever you go—fine motor cars, boats and trucks are using the Auto-Lite System as standard equipment for starting, lighting and ignition.

This world-wide Auto-Lite acceptance and following is the logical outgrowth of faithful performance and consistent quality.

Today, millions of motor-driven vehicles on land and water depend upon Auto-Lite . . . THE ELECTRIC AUTO-LITE COMPANY . . . OFFICE AND WORKS: TOLEDO, OHIO.

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Auto-Lite

Starting, Lighting & Ignition

AMERICAN MOTOR BOAT RECORDS



Mile Trials

(Average of 6 One Mile Runs)

Mile trials, Miss America VII, owned by Gar Wood, Detroit, Michigan, September 4, 1928. Speed 92.838 m.p.h.

Gold Cup Class

625 cubic inch displacement boats
Fastest heat (30 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06.83; speed, 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Greenwich Folly, owned by George H. Townsend, Greenwich, Conn., 1927. Time, 1:51:34.21; speed, 48.39.

(Unlimited Hydroplane)

Fastest heat (30 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed, 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

Detroit Sweepstakes

Fastest lap (3 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; Speed, 55.65.

British International Trophy

Unlimited Hydroplanes

Fastest heat (38.1 miles), Miss America I, owned by Gar Wood, England, 1920. Speed, 61.5.

Fastest lap (5.75 miles), Miss America V, owned by Gar Wood, Detroit, 1926. Speed, 72.70.

24 Hours

Rainbow IV, owned by Harry G. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed, 50.78.

1½ Liter Class (Trial Runs)

Newg, owned by Miss M. B. Carstairs, England, March 12, 1927. Speed, 39.45.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed, 42.17.

151 Class—Unlimited

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y., July 5, 1927. Speed, 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif., December 12, 1927. Speed, 55.42.

One lap in competition, Miss California, owned by Harris, Loynes, San Diego, Calif., December 12, 1927. Speed, 59.68.

151 Class Limited

In competition, Angeles, owned by H. A. Mills, Los Angeles. (Now Miss Rioco, owned by J. A. Talbot, Los Angeles), San Diego Calif., December 12, 1927. Speed, 47.12.

Mile trials, Miss Rioco, owned by J. A. Talbot, Miami Beach, Florida, March 19th, 1928. Speed, 50.60.

340 Class

Miss California, owned by Loynes-Har-

ris, Houston, Texas, July 2nd, 1927. Speed, 50.99.

510 Class

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. 10 miles—in competition. Speed, 51.28.

7½ miles, Miss Kemah, owned by Henry Falk, Houston, Texas, July 4, 1927. Speed, 53.41.

One Mile Trials—Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. Speed, 53.43.

725 Class

5 miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky., July 5, 1926. Speed, 61.22.

Mile straightaway, Doc's II, owned by L. R. Van Sant, Peoria, Illinois, October 11, 1925, winning King of Belgians' Trophy. Speed, 61.77.

Single Engine Hydroplanes

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit, Sept. 3, 1921. Speed, 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio, September 29, 1923. Speed, 64.75.

OUTBOARDS

Class A

2 Mile Amateur

BBBBRRRRR, owned by A. Sutherland at Springfield, Mass., July 8, 1928. Built by Cate Craft Corp., Lockwood engine. Speed, 24.00.

2½ Mile Amateur

Lightnin II, owned by Carl Bernard at Madison, Wisconsin, August 5, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 24.53 m.p.h.

4 Mile Amateur

Bumble Bee, owned by G. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 25.00 m.p.h.

2 Mile Free for All

Cute Craft, owned by A. T. Buffinton at Worcester, Mass., May 30, 1928. Built by Cate Craft Corp., Lockwood engine. Speed 23.841.

Class B

Mile Trials—Amateur

Min. owned by Alice Hallowell at Albany, N. Y., July 6, 1928. Built by Water Wracer Co., Lockwood engine. Speed, 29.709.

2 Mile Amateur

BBBBRRRRR, owned by A. Sutherland at Springfield, Mass., July 8, 1928. Built by Cate Craft Corp., Lockwood engine. Speed, 30.638.

2½-Mile Amateur

Little Miss Catalina, owned by H. Bair, at Lake Elsinore, California, December 8, 1928. Lockwood engine, Speed, 31.37

3 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.59.

4 Mile Amateur

Bumble Bee, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 33.33 m.p.h.

5 Mile Amateur

Cutie, owned by K. Jenkins, at Lake Elsinore, California, December 8, 1928. Built by Cate Craft, Caille engine. Speed 33.58 m.p.h.

6 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.268.

4 Mile Free for All

Bumble Bee, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed 33.57 m.p.h.

Mile Trials—Free for All

Wilkie's Baby Cute Craft, owned by J. E. Wilkinson, at Worcester, Mass., May 29, 1928. Built by Cate Craft Corp., Lockwood engine. Speed 35.660.

2 Mile Free for All

Original Spencer Special, owned by R. M. Spencer, at Springfield, Mass., July 8, 1928. Built by R. M. Spencer, Lockwood engine. Speed, 30.901.

3 Mile Free for All

Wee Minneford, owned by E. Hauptner at Greenwood Lake, N. Y., July 5, 1928. Built by owner, Lockwood engine. Speed. 28.42.

5 Mile Free for All

Cutie, owned by K. Jenkins, at Lake Elsinore, California, December 8, 1928. Built by Cate Craft, Caille engine. Speed, 33.03 m.p.h.

Class C

Mile Trials—Amateur

Firefly II, owned by Charles Holt, at Newport Beach, California, June 3, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 38.436.

1 Mile Amateur

Firefly, owned by Charles Holt at Long Beach, California, May 20, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 33.333.

2 Mile Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.876.

2½ Mile Amateur

Bonnie Lass, owned by J. F. Graham at Lake Elsinore, California, June 10, 1928. Built by J. F. Graham, Evinrude engine. Speed, 34.749.

3 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.73.

4 Mile Amateur

Rubber Baby II, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Johnson engine. Speed, 35.38 m.p.h.

(Continued on page 126)

More *Fish* than *Boat*



Model 16 trotting off silkily with two at better than 25 m. p. h.

THIS paragraph turned up in the Tahiti Tourist Gazette, and South Sea Island news items being an odd commodity, we pass it along merely to spread the growing conviction that Sea Sleds make good, no matter where they go.

Last week George Jennings and Tuterai, two of the boatmen of the Tahiti Yacht Club, caught an eight-foot swordfish with a hand line in a thirteen-foot Sea Sled. The fish was so heavy it was impossible to get him on board and he had to be towed to shore from a distance of two miles outside the reef. We believe this is the largest fish ever landed in so small a boat.

About eight years ago Commodore Greening, then at the top of the international racing game, shocked boating circles by stating that "Albert Hickman's Sea Sled with its inverted 'Vee' bottom and surface propulsion had turned the whole motor-boat world topsy-turvy."

Since then it has become a matter of common knowledge that Sea Sleds can go swiftly over water so rough that nothing of the same speed or size can safely follow. Shallow-draft critics have attempted to discount this with the comment, "But who

wants to go there anyhow?" completely overlooking the fact that you don't go hunting rough water, it *comes* to you when you are not looking for it.

Year following year a splendid reputation for seaworthy performance has been built up by Sea Sleds, and the records have more than justified Commodore Greening's words.

When the submarine S-51 sank off shore in 130 feet of water and the newspapers demanded a despatch boat to make the run way out past Block Island, the only craft that could meet the speed *and* the seas was a Sea Sled.

When aeroplane rescue work required the ablest fast craft afloat—again it was a job which called for Sea Sleds.

When a big New York newspaper wanted to duck the traffic and get papers to the Polo Grounds at speed, after exhaustively examining all forms of possible transportation, it shot its sporting editions up through Hell Gate at 35 miles an hour in a Sea Sled.

When outboard enthusiasts staged the spectacular long distance ocean sweepstakes of this year, the rough water winners were Sea Sleds.



TAHITI'S BIG CATCH

The very name "Sea Sled" has been built into our dialect. Newspapers no longer even capitalize it. So in the public mind "Sea Sled" has come to mean a specialized type of marine runabout showing an exhilarating and practical turn for speed, coupled with the highest factor of safety and the greatest luxury of comfort ever achieved in the boating world.

The outboard flock of Sea Sleds are rapidly acquiring class as "the dealers' delight." A new owner brags about his able little outfit and along come his friends to visit the dealer. The first Sea Sled speedily becomes the flagship of a fleet. There is hardly anything these mahogany, bronze-bound craft won't do.

Drop around at the boat show. You'll find a whole new set-up that "BEATS ALL YOUR GOIN' FISHIN'."

Exclusive features

Dependable as a fine car
Will not roll
Will not stick her nose under
Planes on her own spray
Does not drag aft
Navigates shallow water
Safe and dry at speed in rough water

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THE SEA SLED CORPORATION

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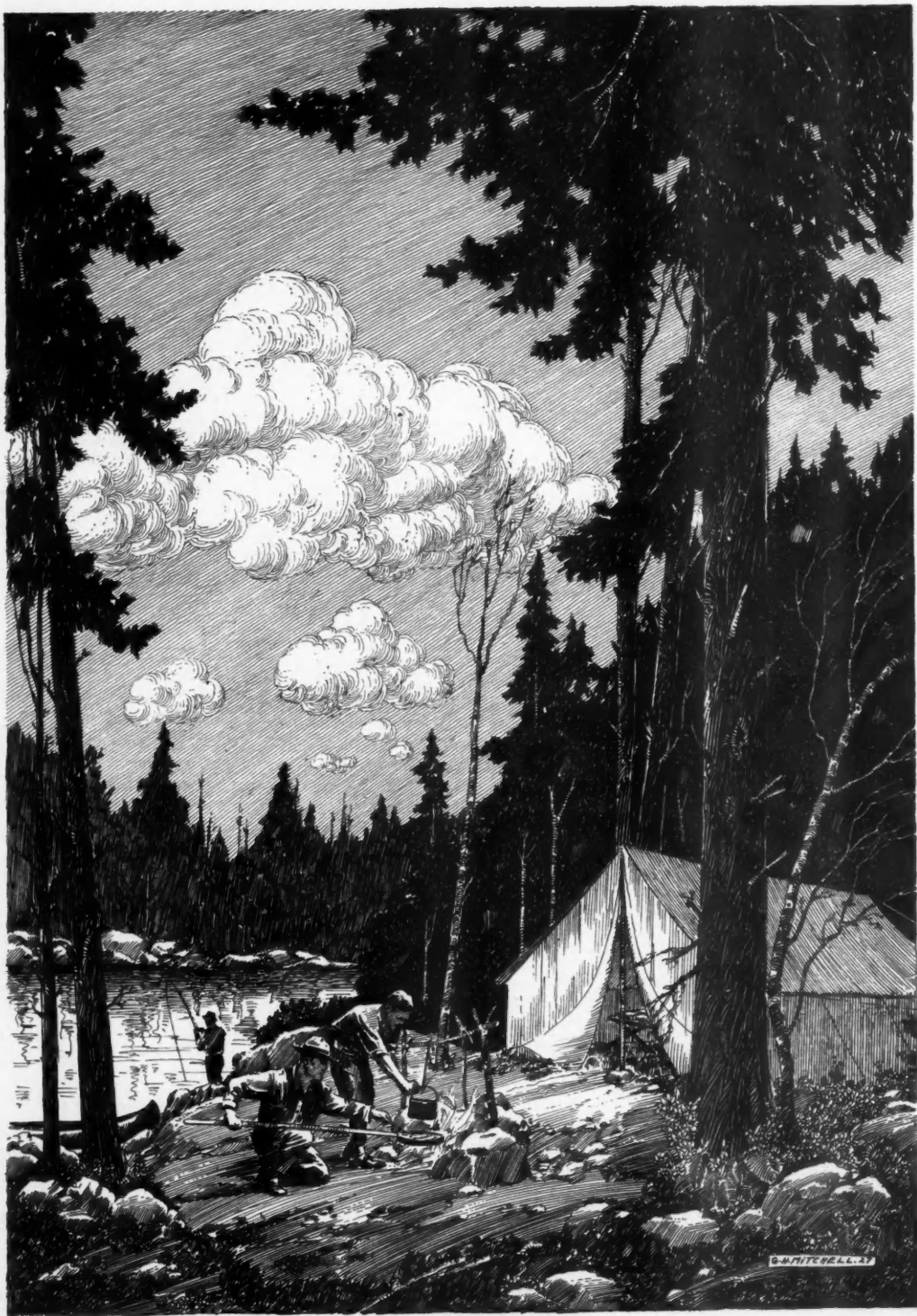
226-228 Fourth Ave. at 19th St., New York

Yards at W. Mystic and Groton, Conn.

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SPEED • WITH COMFORT AND • SAFETY

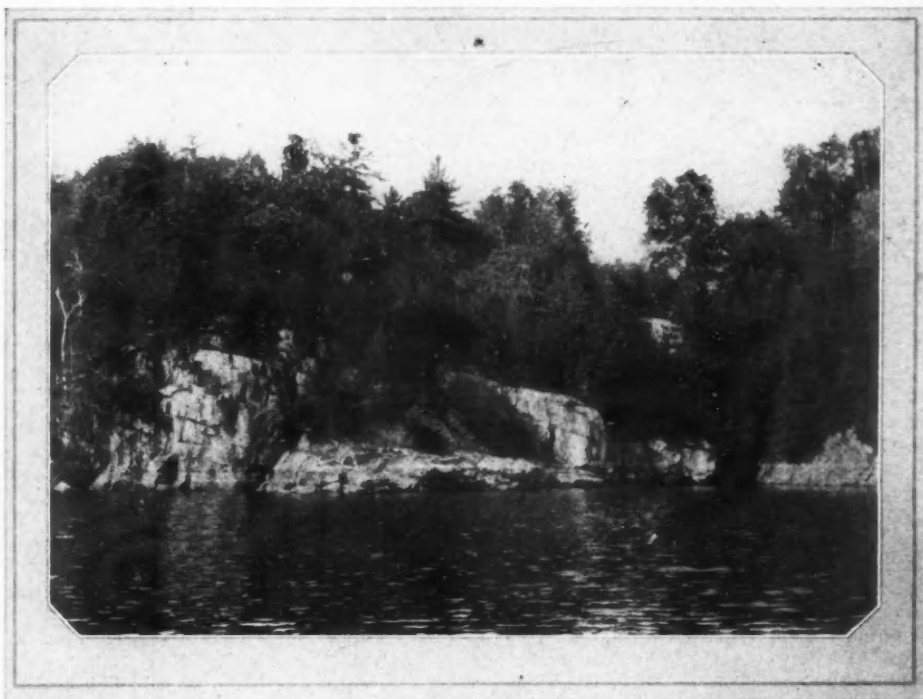
Exclusive uses

Commuting marine motor
Class racer for youngsters
Fast marine runabout for women
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Tender for racing yachts
Harbor tender for sea-going yachts



CAMPING ON GEORGIAN BAY

The Islands and Bays of this marvelous cruising country offer numerous picturesque camp sites and the finest of fresh water fishing



Typical forest grown rocky shoreline of Lake Champlain

ROUND ABOUT LAKE CHAMPLAIN

*Cruising On the Fresh Water of a Picturesque Inland Lake
Provides An Interesting Change for the Salt Water Sailor*

By KEENE RICHARDS

FOR some curious reason Lake Champlain seems to be little known and little used for cruising by yachtsmen of New York and the Atlantic coast vicinity. Historically and scenically, it is one of the most beautiful and interesting bodies of water, and affords a wealth of pleasure to any yachtsman. The small number of yachts seen would indicate that it is little known to the many cruisers of the eastern seaboard, and it is hoped that this article may interest more yachtsmen in this superlative body of water.

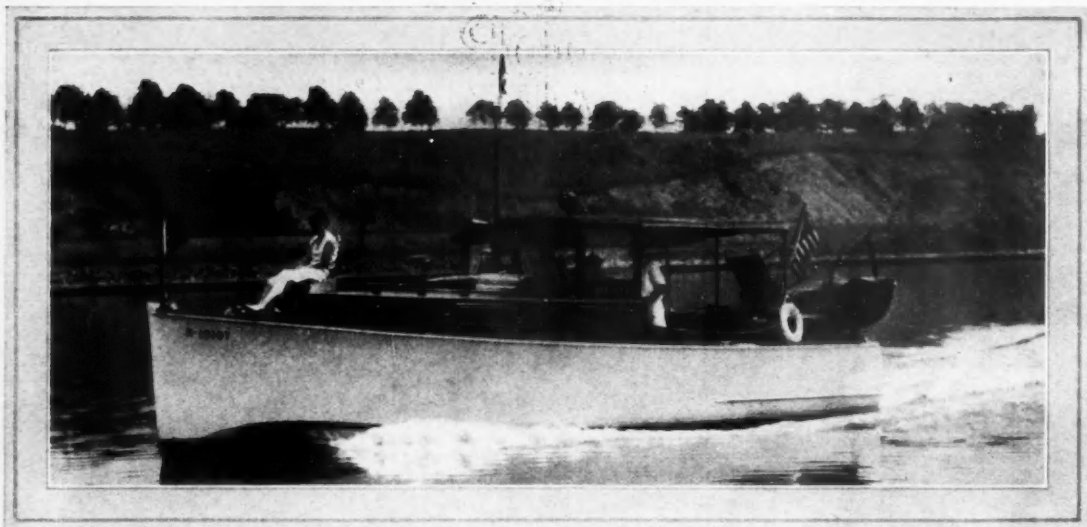
No account of a cruise is complete without a description of the vessel in which the cruise was taken, as in a large measure the enjoyment to be gotten from such a cruise is dependent upon the seaworthiness and comfort of the craft employed. Argosy is one of the standard 30-foot cruisers built by the American Car and Foundry Company at Wilmington, Delaware. When this boat was seen at the motor boat show at the Grand Central Palace in 1928 we could not believe from an external inspection that such accommodations could be provided in so little space. There was such a crowd around the boat that it

was difficult to get aboard. After an inspection at the showroom we believed that we had finally found a boat which was ideal for our requirements. As Argosy is the fourth boat which we have owned, her predecessors being both power and sail, it was felt that it met our requirements very well.

The two-burner stove was replaced by a three-burner one, the clothes lockers enlarged and provided with doors, and in the after cabin provided a folding washbasin, and an additional toilet built under the companion ladder. With the 72 horsepower Gray motor in place of the 40 horsepower motor furnished as standard equipment, we felt that adequate power would be secured.

The dinghy problem is always a serious one in a small boat. This was solved perfectly by providing pivoted davits on the after deck to handle an 8-foot Penn Yan dinghy. This dinghy was equipped with sail and centerboard, and a Johnson Light Twin motor was carried stowed alongside the main engine under the hatch.

The American Car and Foundry Company is one of the few



Argosy underway on a quiet stretch of Lake Champlain

concerns that means what it says when it lists a boat as completely equipped. It was necessary to put aboard only personal equipment, navigating equipment, and a few odds and ends, such as barometer and clock, to be ready for use.

Argosy was delivered at Wilmington in May, and the trip from Wilmington to Poughkeepsie was of just sufficient length for a good shaking down. A few week end trips on the Hudson completed the period of running in, and by the last of July our little ship was ready for her cruise. After several seasons cruising on the Sound and the coast in another boat, we decided that a fresh water cruise would be a pleasant change. We had previously cruised on all of the Great Lakes except Lake Superior, and were familiar with fresh water cruising and anticipated much pleasure from Lake Champlain. How this expectation was exceeded by the reality can best be judged by the story which follows.

Most of August first was spent in getting stores and clothing aboard. The quantity of supplies and equipment which were stowed away was most amazing. One of my doubts about the ability of Argosy to care for six people was the question of stowage of supplies. It seemed impossible that we could get the amount of stuff aboard which we hauled down to the Poughkeepsie Yacht Club. It was all done, however, and nothing was left lying about. Canned goods and food supplies disappeared in the lockers under the sink and the stove, and cruising gear was swallowed up under the berths in the forward cabin and the stowage space in the engine room. We found sufficient hanging space for our shore clothes without the mussing which ordinarily makes a yachtsman ashore look as though he had slept in his shore clothes.

With tanks filled, and with Mrs. Richards, Betty and Janet, my sister and her husband, the Rifles, aboard, we left the

Poughkeepsie Yacht Club at 4.50 p.m. in company with Nomad, with whom we were to cruise a portion of the time. It had been raining all day, but had cleared, and the barometer was high. Our trip to Rondout Creek was uneventful, and we anchored at Eddyville at 7 o'clock. This is one of the few really good anchorages on the Hudson River and is much used by Poughkeepsie yachtsmen. The anchorage is at the lock of the old Delaware and Hudson canal, about three miles up Rondout Creek from the Hudson River. The chart shows the channel plainly as far as the railroad bridge. From that point it is necessary to keep close to the right bank until the basin is reached, where a perfectly protected little harbor is found with good holding ground in about fifteen feet of water.

It has always been my policy to leave for a cruise in the late afternoon rather than endeavor to get away in the morning. There are always last minute things to take care of, and a run of only a couple of hours the first day makes it possible to get last minute gear well stowed and get things in sea-going condition the first day.

If a hurried start is made at any set time, it always means running with a lot of loose equipment scattered around which somehow never seems to get put away the first day.

On August second we had a leisurely breakfast and left Eddyville at 9.30 with fair weather and a high barometer. We entered the Hudson River and proceeded upstream, arriving at the Albany Yacht Club at 3.35, where our supply of gas, water and ice was replenished.

We decided to make a long day of it, as Albany does not afford a favorable place to lie over night, because of the dirt and noise from the railroads. At 6.35 we entered the federal lock at Troy, after having lowered our mast, which we afterwards raised, as all the bridges on the canal have fifteen feet clearance, which is sufficient for Argosy.



Pier and clubhouse of the St. Johns Yacht Club on the Richelieu River

Fenders made of old automobile tires wrapped with canvas to prevent them from dirtying the paint were slung over the sides before we entered the lock. The federal lock at Troy is really the only unpleasant part of the trip to Lake Champlain. This lock handles all of the traffic not only for the Champlain Canal, but for the Erie Canal, and it is invariably necessary to wait for other traffic and frequently necessary to enter the lock with barges or tugs, which is never very pleasant.

In this lock we had our first and what very nearly proved to be our last difficulty. We lay alongside of a dead tug in tow, and when the water was admitted to the lock everything seemed to be going nicely. The man in charge of the tug, however, had placed the loop of his breast line over a pin in the side of the lock about halfway to the top, instead of fastening it to one of the bollards higher up. As the tug rose, this breast line slipped off, the tug swung over and caught Argosy between her heavy guards and the side of the lock wall. We thought this would surely be her finish and expected to see her fold up like an accordion. I called to my crew and passengers to be ready to board the tug, as it seemed impossible that

such a small boat could stand the strain. She groaned in every timber, and one of the guards on the tug crushed her guard rail to a depth of about an inch. The deck hands on several barges in the lock assisted the keeper on the tug, and with a heavy piece of pipe they were finally able to push against the lock wall, relieving the strain. We tried the bilge pump immediately and found to our astonishment that Argosy was absolutely dry. By that time the lock filled and the pressure was entirely relieved. When the gates were opened, we proceeded through with the tow and then passed ahead. A careful examination of the hull showed absolutely no damage beyond the dent in the guard rail. The seams had not been opened sufficiently to crack the paint. Absolutely no damage was done to the structure.

After this experience we were grateful for an uneventful run up the canal and through state Lock 1, where our permit, previously received from Albany, was inspected. The lock tenders on the Champlain Canal, which is maintained by the State of New York, go out of their way to be courteous and helpful to yachtsmen. Everything possible was done to expedite our progress, handle our lines, and see that we got through not only safely but pleasantly. These locks are magnificent structures, operated electrically, and the rapidity with which they may be traversed is remarkable. Near each lock is a dam holding back the water on the high level, and it is necessary to use extreme care to keep away from these dams. There is no danger if the chart is consulted and a proper course steered, but night running in the canal is not advisable, at least for the first trip, as a mistake in passing buoys might result in taking the channel to the dam instead of to the lock. After passing

through Lock 1 we anchored out of the channel near buoy No. 36 and spent a quiet and restful night.

On August third we left our anchorage and passed through Locks 2, 3 and 4 without any happenings of note. As we got in Lock 5 a terrific rain squall broke. As there were no other boats in sight, and as we were not any more desirous of getting soaked handling lines than were the lock tenders, we remained in this lock until the squall cleared, which was only a matter of five or ten minutes. We then locked through and tied up for luncheon.

A few minutes later we were much interested in watching a tug maneuver a tow through the lock. Barges and tug completely filled it in two parallel lines, and the manner in which

the barges were warped around into position was very interesting.

We were soon under way, and later stopped at Northumberland for supplies. In cruising the canal and Lake Champlain it is necessary to do some planning in order to secure food, fuel and water, as the gasoline docks and supply points are not as numerous as the Sound cruiser is accustomed to find them. We found Northumberland an excellent place to secure supplies and ice.

We passed through Locks 6, 7 and 8, and through

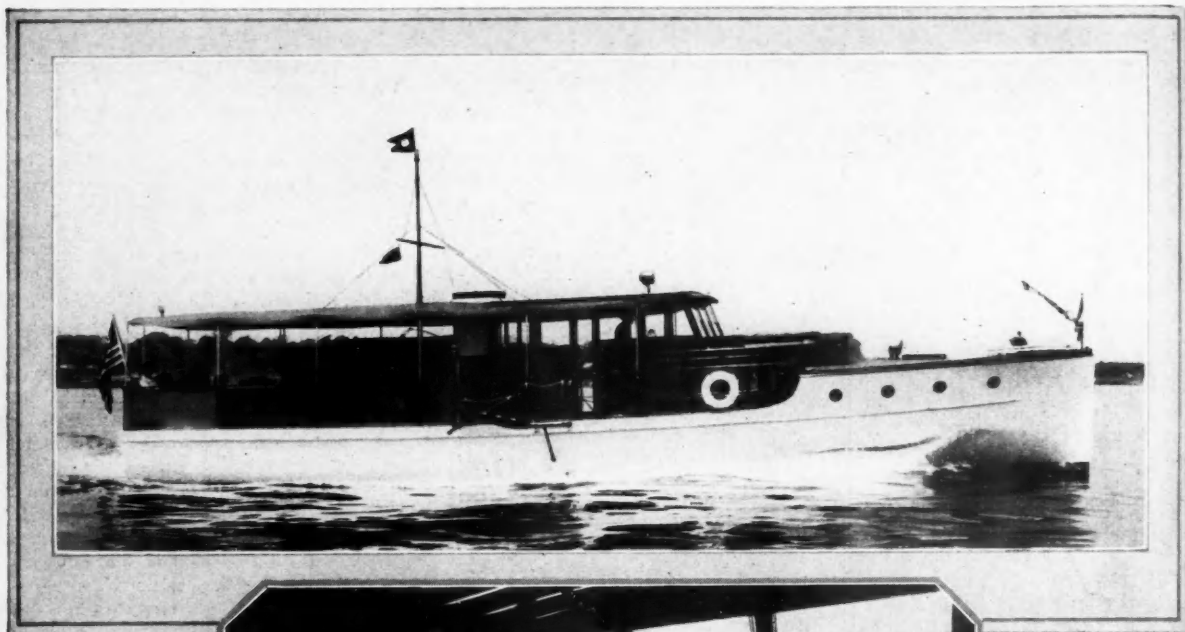
Lock 9 in another hard shower. Toward evening we passed through Lock 11, as Lock 10 has been removed, and tied up at Whitehall above Lock 12. A concrete dock just above the lock at a small park parallel to one of the main streets of the town made a very convenient place to stop for the night, as we were able to step ashore for supplies. The ice man was available, and gasoline could be obtained across the canal, although we did not require it. Nomad was docked just astern of us, so that visiting was in order without the necessity of lowering the dinghy.

The barometer was dropping, and it finally rained all night and until after eight o'clock the next morning, when the weather cleared. A little time was spent in cleaning up the mess which rain at a dock always means, and we finally got under way and through the last lock. After passing through this lock we transferred our fifteen-year-old Betty, generally known as the Bo'sun, to Nomad while under way for a change of scenery. It certainly adds to the pleasure of a cruise to have another boat in company. Visiting back and forth helps pass the evenings, and there is always the feeling that if either yacht gets into trouble, there is someone to stand by and render assistance.

Many yachtsmen seem to have a horror of canal trips, but we found the trip through the Champlain Canal both easy and interesting, not only because of the operation of the locks but because of the country through which the canal passes. Fort Edward and its surrounding country is historically interesting to the student of American history, and the country itself is very beautiful. As we left the canal the mountainous country of Lake Champlain became visible, although that end of the lake is quite swampy and (Continued on page 68)



Argosy at anchor in the cove of Mallett's Bay



Edithia II is 56 feet in length and was built for H. G. Perry by the Dawn Ship-building Corporation



Her twin engines are controlled and the boat handled from the helmsman's place on the bridge

M. Rosenfeld

EDITHIA II—A PLEASANT CRAFT

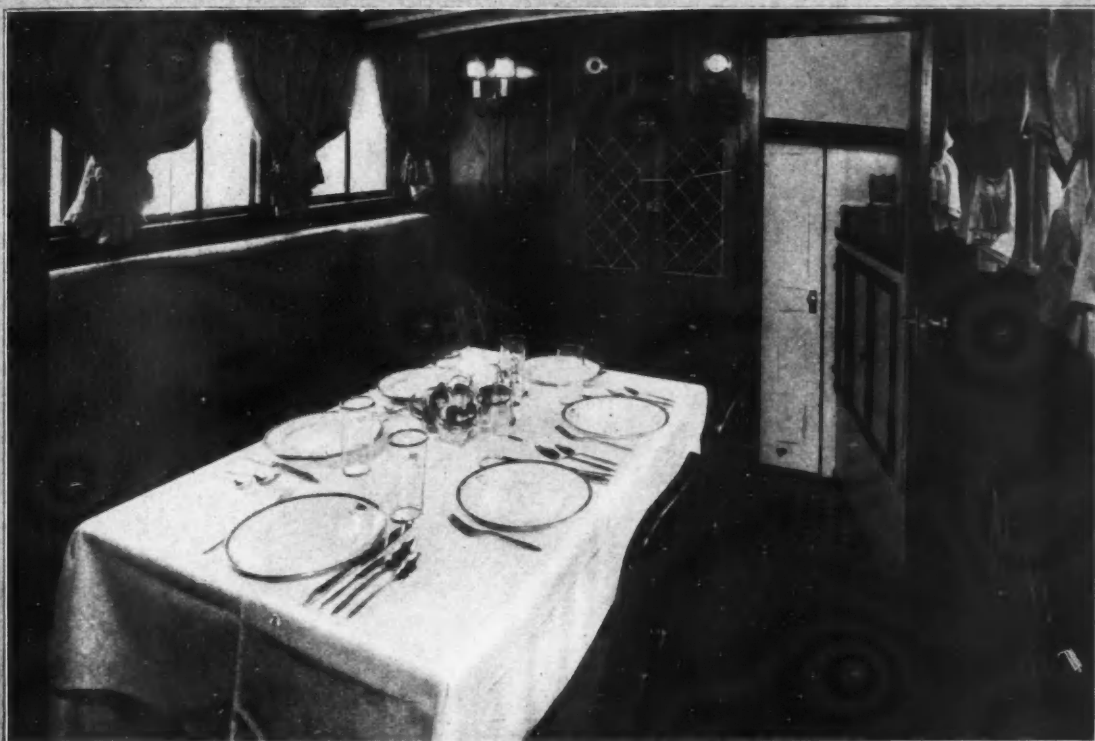
Harold G. Perry's New 56 foot Cruising Yacht, A Fine

Example of Modern Cruiser Construction

A YACHT owner with sufficient interest in his new boat to watch the construction at every step is bound to secure a ship which is eminently satisfactory. Such an owner is Harold G. Perry of New York whose new 56 foot cruiser was built for him by the Dawn Boat Corporation of Clason Point. Edithia II is must larger than the standardized boats which this company builds, being 56 feet in length. She differs radically in design, construction, and material from the smaller standardized craft. Accommodations are arranged for six people in two staterooms while two more may be made comfortable in the deck saloon. Crews quarters are forward. The arrangement of the staterooms is generally similar to the usual arrangement with a bathroom between the sleeping rooms

which utilizes the space to the best advantage. Opposite the bathroom is a companion to the deck, the stairs being arranged with large drawers under the treads. Much thought has been used throughout the boat to take advantage of every bit of space.

Equally important as sleeping accommodations is the dining room. In Edithia II it has been arranged as a desirable place to lounge as even boats of moderate length should provide a room from which an outdoor view can be obtained. Many days on the water are unpleasant and this condition can be relieved if the guests can look on the surroundings from a sheltered space. Then too, the dining room is occasionally pressed into service as an additional stateroom and two guests



The dining saloon is in the depressed deck house forward and can accommodate eight persons with ease

can be accommodated on a comfortable divan, the back of which forms an upper berth.

The galley is ideally located abaft the forecastle and is perfectly arranged with a large gas range, hot and cold water system, Kelvinator electric refrigerator, etc. The galley located as it is between the dining room and crews quarters solves the serving problem in either direction.

As with all equipment, the motive power was selected after an investigation and inquiry from other owners who recommend the twin Lathrop installation which was used. These are two six-cylinder units rated at 100 horse power and after a full summer's service the owner has had no cause for regret. In the engine room there is installed a 1500 watt Universal electric plant which supplies current for lighting and keeps a large Willard battery filled. A Delco water system supplies hot and cold water and a Lux fire extinguishing system protects the boat from this hazard. Head room is available for the greater part of

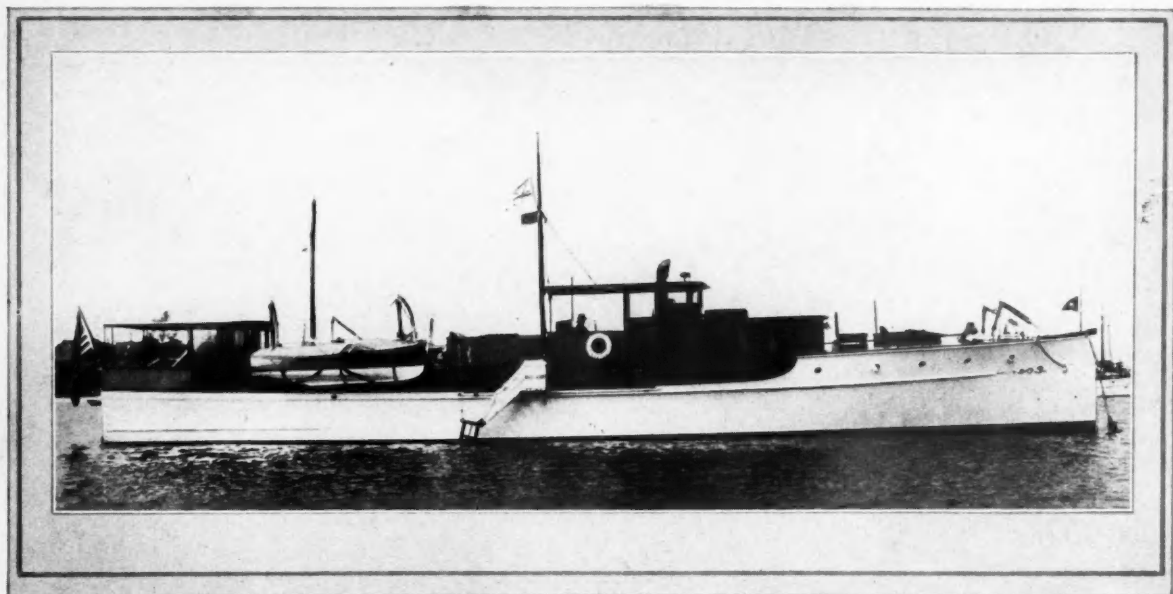
the engine room and an ample distance between the engines, makes them most accessible. Edithia is provided with two 24 by 22-inch Columbian Bronze propellers with the shafts turning on Goodrich Cutless bearings. At 1,000 revolutions these drive the boat at 15 miles. Generous fuel and water capacity is also provided for. The ventilation to the engine room is provided by a large cowl vent which has a generous duct below the galley floor directly to the engine room. Windows in the trunk cabin which extends over the engine room are also a help.

A salient feature is the bridge. It is enclosed at the forward end as a permanent deck house and the commodious bridge seat as a windshield at back and sides makes in effect a deck house with the side doors removed. The usual closed-in feeling is avoided but when bad weather makes it necessary, side curtains furnish protection.

The entire upholstery, carpets, drapes, etc., were executed by B. Altman & Co. to the entire satisfaction of the owner.



The cockpit aft is fitted with easy chairs, while drop curtains protect it against the weather



Cyric II, 90 feet long, was built by George Lawley and Sons Corporation for Robert C. Morse of Boston

CYRIC II—A SMART 90 FOOTER

An Able Fast Cruising Vessel with Many Clever and Novel Features Built for Robert C. Morse

A MOST cursory inspection of Cyric II would reveal that she is fast. There is no doubt but that her designers have produced in Cyric's hull one more happy combination of speed—express cruiser speed, and cruising comfort. By cruising comfort we mean roominess on deck and below and a well moulded hull that won't make her lie on her beam ends as soon as she hits a little chop. Eldredge-McInnis have been turning out yachts of this type for a long time and Cyric is a pretty example of what they can do.

As can be seen, this cruiser is a raised deck trunk-cabin-aft type. She has a round bilge, ample dead-rise and a liberal flare. There is a sunken deckhouse forward enclosing a combined lounge room and dining saloon. Forward are accommodations for a crew of four men. Aft the crew's quarters on the starboard side is a completely equipped galley. A hot water system piped to radiators in the owner's quarters and the deckhouse assures proper

heating of all parts of the craft when necessary.

The owner's apartments are located under the after trunk with access through a companionway on the starboard side which opens into an anteroom. There are two double staterooms and one single stateroom, a large owner's bathroom and a guest chamber of about the same size as the owner's. These bathrooms are

ultra-modern and exhibit all the conveniences of similar apartments ashore. They are finished in white tile and enamel.

As we have said, Cyric II is fast, and she owes her speed, to a considerable extent, to the two 350 h.p. Winton gasoline engines housed amidships beneath a light and well ventilated trunk. This power plant coupled with a fuel capacity of 1,750 gallons is sufficient for a cruising radius of about 700 miles at an average speed of 15 miles per hour. The engines are capable of a maximum speed of close to twenty. Other mechanical equipment in the engine room includes a $7\frac{1}{2}$ k.w. Winton generating set, 100



The after deck is completely sheltered by a windshield and permanent top



A corner in one of the owner's staterooms

The two big Winton engines fit well in the engine compartment



The deck house forward is a comfortable sitting room and dining room combined

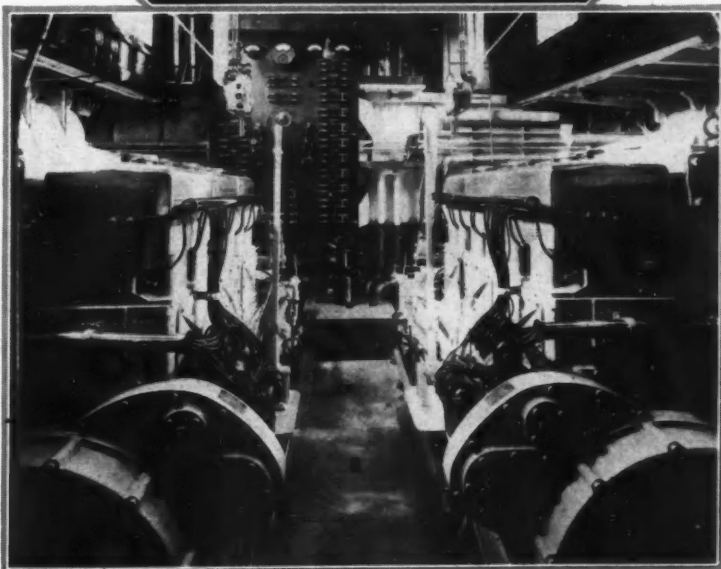
A complete automatic fire protection system is piped to all compartments

cells of B-6 Edison batteries, automatic fresh and salt water pumps, switchboard and other apparatus.

Cyril II is fully equipped with automatic fire protection, electric windlass, electric boat hoist, searchlight and other modern devices. Two small boats are carried, one a 15-foot motor tender carried on the starboard davits and the other a small dinghy.

The handling of this boat is all taken care of from the navigating bridge which is enclosed and sheltered by the depressed deck house which is forward. The helmsman has within easy reach all of the controls so that he can handle both engines directly.

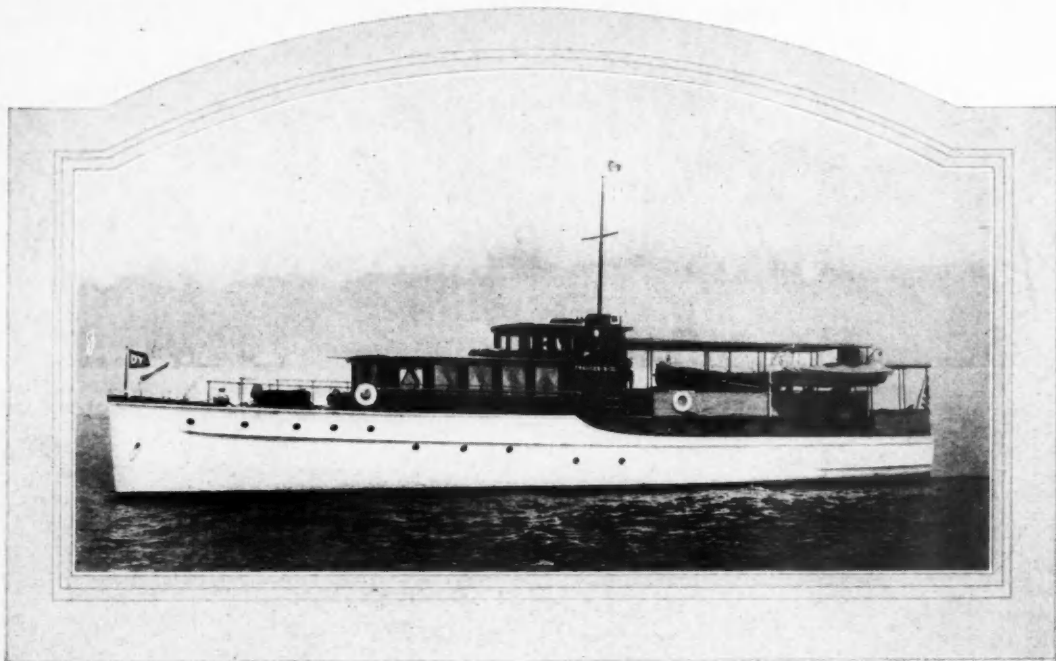
For a boat of this size the accommodations and arrangements embody many comforts and conven-



iences. The arrangement of the dining saloon in the deck house where it is convenient to the galley helps greatly in the service at meal time. Also the crews quarters being just forward of the galley can be

equally well served in the other direction. The furnishings in the owner's quarters have been tastefully selected and the berths permanently built in along the sides of the rooms. A reduction in weight has been effected by the use of five ply laminated wood for the bulkheads which have then been moulded and tinted to suit.

This is the second yacht of Mr. Morse's to bear the name Cyril, the other craft, being a 68-footer built by Geo. Lawley & Son. Both vessels have Boston as their home port.



M. Rosenfeld

The outboard profile of Frances S. III reveals a fair lined hull and well proportioned superstructure

PAUL W. SEILER'S STURDY CRUISER

FRANCES S. III

An Interesting Adaptation of the Standard 75-Foot Coast Guard Hull for Yacht Service. The Able Seaworthy Qualities of these Boats Tested in Many Battles With the Sea

FRANCES S. III, an interesting heavy duty cruising yacht, 75-feet in length, was built from designs by John H. Wells, Inc., for Paul W. Seiler, President of the General Motors Truck Corporation of Detroit. She was an interesting development inasmuch as she demonstrated what could be done in converting a government type of hull into a yacht.

The owner, an admirer of the sea-going qualities and performance of the 75-foot Coast Guard hulls preferred this type craft, and in building Frances S. III it was decided that the same plans for these hulls would be used for her lines. The superstructure and interior arrangement was, of course, modeled after designs by Wells.

The power plant of Frances S. III consists of two Sterling Petrel motors with reduction gear drive. Her cruising speed is 13½ m.p.h. with the motors running about 200 r.p.m. under their rated speed. The craft is equipped for one man control in the enclosed pilot house shown 'midships. Other auxiliary machinery includes a 4 k. w. Universal lighting system, electric bilge pumps, electric refrigerating system, Lux fire protection, electric windlass, and other equipment. Auxiliary electric power is furnished by a set of 56 cells of Exide Ironclad batteries when

the generating set is shut down.

Living quarters aboard the craft include three double state-rooms for the owner, each connecting with bath. In addition to this, there is the deckhouse, forward which is used as a living room and a dining saloon. The decorations were done by Raphael in a reserved tone and the furniture is mahogany to be in keeping with the general yacht trim and finish.

Crew's quarters forward accommodate four men and there is a comfortable stateroom for the captain in addition to a section of the pilot house which may also be used for sleeping quarters.

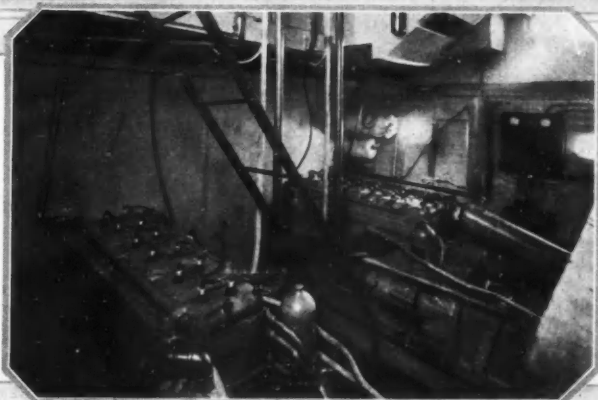
The galley extends the full width of the boat, is equipped to the fullest degree, and conveniently serves the dining saloon by a dumb waiter.

One feature of Frances S. III is the large deck space abaft the pilot house representing half the length of the vessel and almost its full beam. It is fitted, naturally, with comfortable wicker furniture and other appointments.

Frances S. hails from Detroit, is one of the Detroit Yacht Club fleet, and has made extended trips over the Great Lakes this past season.



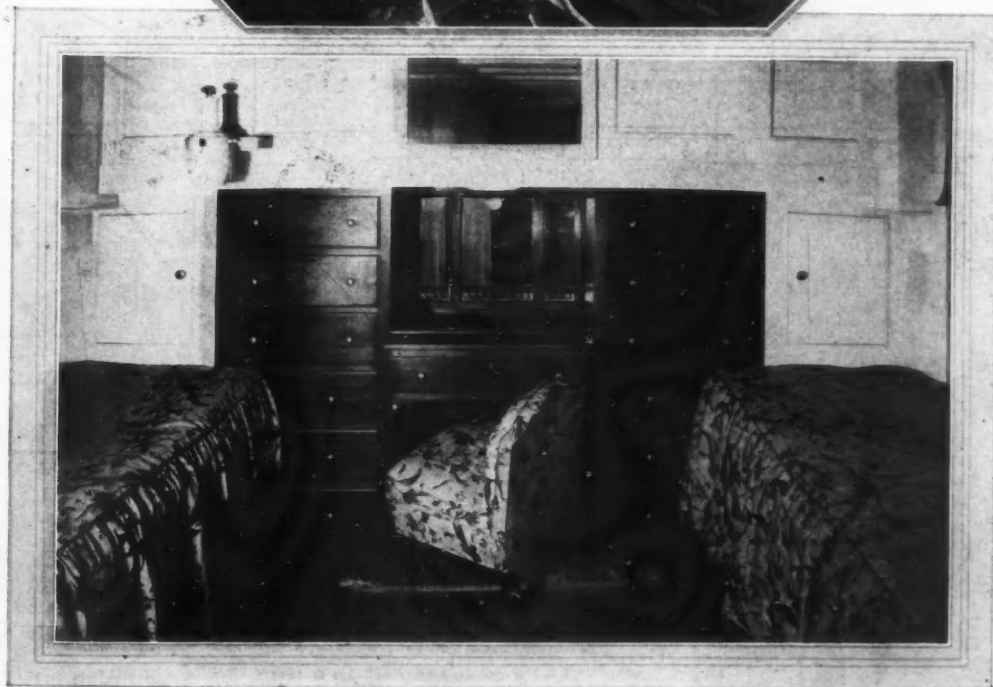
Large deck space aft is an outstanding feature of Frances S III. This view shows the space over the trunk cabin aft



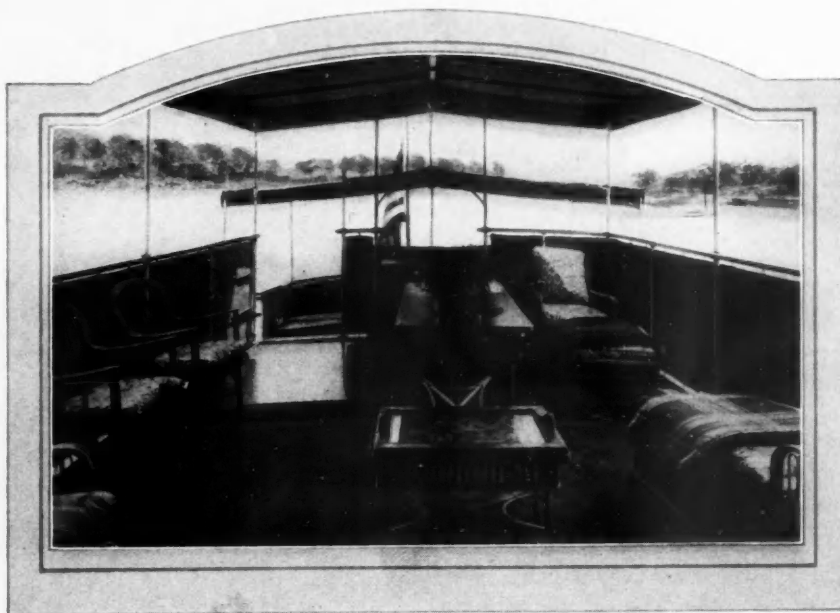
The two Sterling Petrel motors which drive Frances S III at 16 m.p.h.

Frances S III was built from designs by John H. Wells, Inc., for Paul W. Seiler of Detroit

The owner's quarters are distinguished by simplicity and tasteful decoration



Novel use is made of the boat deck in fitting it up as a comfortable day lounge where guests can recline in comfort



Gem is practically a cruising yacht and express commuter in one and she possesses the advantages of both types

A NEW GEM OF THE OCEAN

*Smart Fast Cruising Yacht Recently
Delivered to Wm. Zeigler of New York*

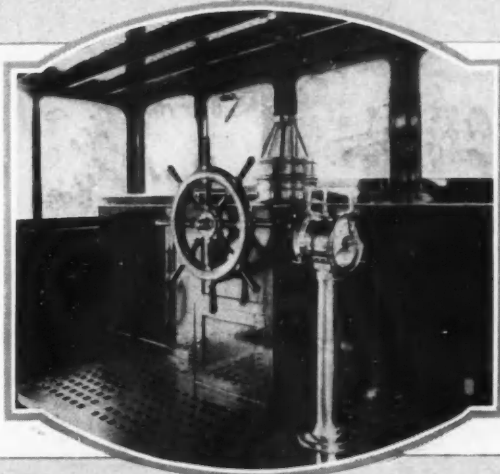


The dining saloon in the deck house forward is tastefully finished and is a very cheerful apartment. Large windows make it particularly light and airy



The craft is driven by three high-speed gasoline engines controlled by a ship telegraph system from the steerman's stand on the bridge

The owner's quarters are furnished in a style comparable to a fine home. There are dressing and bath rooms adjoining.

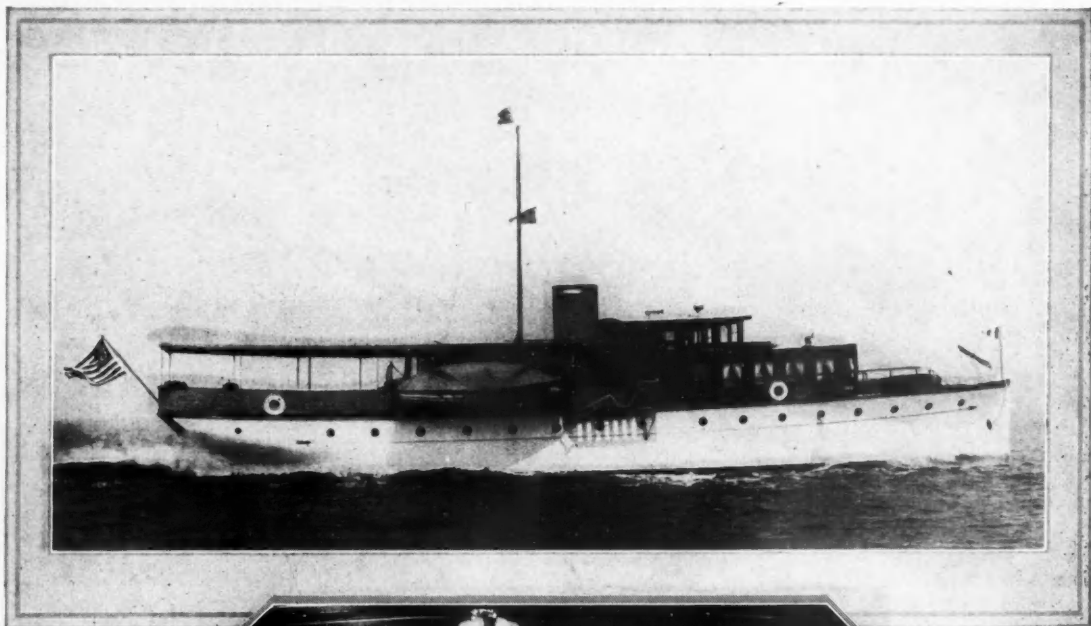


Evidence of Gem's speed and generous accommodations is offered in her fair lines and well-proportioned hull

Gem was built for Wm. Zeigler of New York and is one of the newest fast-cruising yachts to join the New York Yacht Club fleet

Edwin Levick





M. Rosenfeld

Domino III was built by the New York Yacht Launch and Engine Co. for A. G. Southworth of Larchmont. She is a fine example of the cruising yacht with houseboat accommodations



The after deck house constitutes the luxuriously furnished living room shown here. The stairway at the left leads down to the owner's private room below

A. G. SOUTHWORTH'S DOMINO III

*Another Fine 85-Footer Designed and Built by
the New York Yacht, Launch and Engine Company*

THE two illustrations above sum up very well the outstanding characteristics of Domino III. From the outboard profile we can see that she has a finely modeled hull and an arrangement of deck houses with a compactness commonly associated with smaller faster craft. The view of the inside of the after deck house shows that it is unusually spacious and very comfortably appointed. These, in short, are major features of Domino III. In fact, she is one of a series of craft of practically the same length and design built by the New York Yacht, Launch & Engine Co., within the last two or three years. All were cruising yachts with houseboat accommodations.

Domino, as we have mentioned, is 85 feet long. She has a 16-

foot beam and a draft of 4-feet 6-inches. She is powered with two 6-cylinder 100 h. p. 20th Century motors. Electric power is supplied by a generator and an Exide Ironclad battery of 60 cells. Separate Exide batteries are carried for starting.

The deck house forward accommodates the dining saloon, pantry and galley. The after deck house immediately abaft the pilot house is fitted as a comfortable living room.

The owner's quarters are below deck aft and include two double staterooms, two single staterooms and two baths. All these private rooms were decorated under the supervision of experts and are in excellent taste.

Domino's home port is Larchmont, New York, and she sails under the Larchmont Yacht Club burgee.

BOATING ON ARCTIC WATERWAYS

*Further Adventures on the Voyage of Exploration on the Great
Northern Rivers from the Rockies to the Sea*

By LEWIS R. FREEMAN

Part X

From Fort Simpson to the Ramparts of the Mackenzie

THE man who had shouldered the huge, thirty-foot birchbark canoe at Simpson, as mentioned in a previous chapter, was Big Bateeste, the half-breed who had registered such a pressure of untamed fury on the occasion he had overheard my innocent inquiry respecting the rascality of the Beaulieu brood. Warned that he would never have the courage to translate smouldering resentment into punitive action unless well primed with rum, I had made a point of giving him a wide berth every time his truculent swagger suggested that the gigantic bully was riding the crest of a wave of bootleg-born bravery.

The fistful of dollar bills (about the smallest denomination of currency one sees on the opulent Mackenzie) handed to Bateeste by the admiring onlookers of his canoe-lifting feat was promptly converted into the rottiest of local rotgut and poured on the fires of a thirst all the more consuming from the violence of the late exertion. Bull-like bellows belying the name of speak-easy from which they issued should have warned me of the tornado brewing and awakened enough of the discretionary form of valor to drive me to cover until the storm swept over. In openly parading Main Street at such a juncture I was only asking for just what I got, a very serious—but let that transpire.

I was poking through the Indian village with my camera



Indian Children at Rampart House

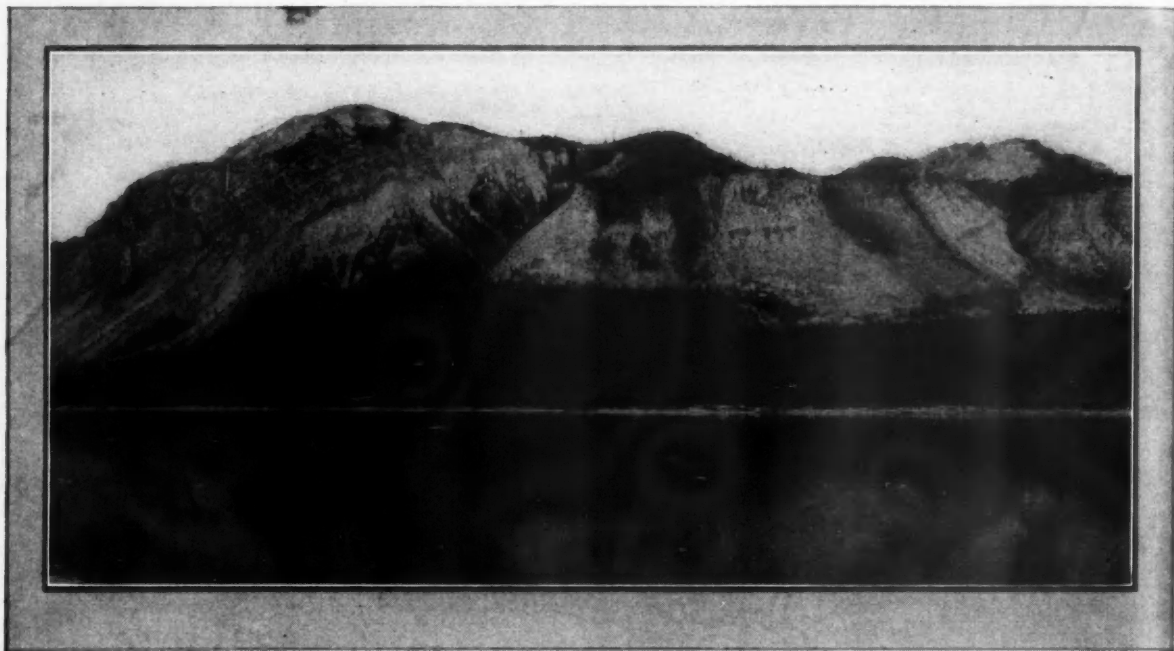
when a roar from the direction of the landing drew my eyes to an enormous bulk that momentarily blotted the skyline at the rim of the upper bench and then came galloping down directly at where I was setting up my tripod to picture a couple of girls from the Hay River Mission who had just come back to the family tepee. Singleness, if not purity of purpose was written from head to heel of the flying figure. Paralyzed with consternation, I stood rooted in my tracks until the menace of that Bolt of Wrath galvanized my shivering frame to tardy action. I did not exactly turn tail and run, I am glad to say; my retirement was more after the fashion of the sudden sidewise leap by which a man removes his fragile anatomy from the path of an imminent locomotive.

Plowing straight ahead like a charging rhino, the Thing of Terror passed me by. "Blind drunk and running amuck," I diagnosed as I steadied my tottering tripod; "ready to rend anything he can lay hands on."

The next startling denouement seemed to vindicate that snap judgment. With an angry roar Big Bateeste scooped up by a feral-quick side-swipe of one long arm a willowy half-breed girl who scurried from under his feet, swung her bottom-up across his mighty shoulders and went charging on down the path. Cave-man-like, one huge fist gripped the tousled bob of



A rapid in the Bear River above Fort Norman



Bear Mountain at the mouth of the Bear River

his squawking burden while the open palm of the other hand flailed in unrhythmic thwacks on—a drumhead-taut section of a purple garment which had plainly come from the counters of young Mr. Hooper's emporium of flimsies.

So neither I nor anybody else was to be murdered after all. Big Bateeste was drunk but not blind. Or at least his blindness was only the ophthalmia of love. All about me the Indians were cackling with immoderate laughter and presently one of my catamaran crew elucidated.

"That B'tse girl," he sputtered. "B'tse tell'em girl stop house. Girl like'um walk see steamboat. B'tse lick'um good, yes. Strong fella, B'tse."

Half way to the door of the little gray home by the Liard Big Bateeste, stumbling on Atlas-like, tripped over a dog-chain and went down. Somersaulting in a morning-glory-bright burgeon of purple, his lithe lady-love rolled to her feet and ran—ran like a scared rabbit—not to the Babylonian revelries of Main Street and the steamboat landing, but straight to the portal of the little gray home, as a true lady-love should. With meekly bowed head the chastened runaway stepped inside the door, there to await the pleasure of her lord. Straddling wide to maintain equilibrium, Big Bateeste followed with deliberate goose-steps of ponderous dignity—the swagger of a man who has vindicated the honor of

his sex. That night it was given me to take the measure of the fighting stuff in Big Bateeste Beaulieu. Or rather it was given me to see that measure taken. A few hours after the steamer left Simpson she tied up to the bank for a fresh wood supply. While I was picking up a midnight supper in the galley as a guest of Maydwell, the young English purser, the night watchman came in to ask permission to go out on the bank and fight one of the deck-hands, with whom he had already exchanged a blow or two.

"It was Big Bateeste, sir," he explained, nursing a skinned and swollen fist. "He came on drunk at Simpson, and when I found him laying off on the wood, he called me a sneaking—well, a name I couldn't stand for, sir. And so I let drive at him, sir; and when he came to he dared me to come off on the bank and hit him again. Said he was afraid to punch back on the boat. So if you don't mind coming along, sir, to see that it's all open and 'bove board, I'll try to finish the job!"

The idea of this slender pink-cheeked youngster claiming even to have reached the lofty jaw of Big Bateeste with a punch, let alone scoring a knockout, sounded so absurd that it was only with an effort that I smothered an outright guffaw. But Maydwell, who knew his man—both of his men, indeed—checked my ill-timed mirth with a lifted eyebrow and led the way out



Fish Reel on the Mackenzie River



Heavy skiff propelled by an Elto on the Mackenzie

to the log-littered bow. The hulking 'breed was still lying where his six-feet-four of brawn had measured the deck. A solicitous fellow roustabout had pillowed the bruised head on the base of capstan and was gently fanning the mosquitoes from the luscious blue-black bait of a completely closed eye.

The fallen gladiator blinked blandly up with his uninjured optic at the watchman as that slender slip of a boy stuck a moccasined toe in his rib and told him to tumble alive and come ashore. But he only shook his battered head and let it fall back on its iron pillow.

"Donna wanta fight nobody," he muttered thickly. "Sorra called you name. Won't do 'gain. Please 'scuse—sur."

That sur was the crowning touch. Maydwell said that a 'breed deckhand would hardly deliver a sir to the Captain without a clubbing. For Big Bateeste thus to come through before his mates for a night watchman was earnest of the depth of his humility.

Rocky mountain ranges which only wrinkle the distant horizons along the upper Mackenzie come down to the river at Fort Wrigley, where the famous landmark called the *Roche-qui-trempe* *a l'eau* towers twelve hundred feet above the water. From there on to the delta, well inside the Arctic Circle, the whole course of the river is through a mountainous country, though only in the lofty Bear Rock, below Norman, are the immediate heights comparable to the almost sheer bluffs of the Wrigley portal. The limestone cliffs of The Ramparts, abrupt and imposing at close range, would be dwarfed if set alongside these mightier bastions of the upper river.

A belt of thick-growing timber—spruce, poplar, balsam, tamarack, aspen and birch—follows the river all of the way to and well into the delta. To the west this vigorous forest is un-



Lady Evelyn Falls, Kakisa River, a tributary of the Mackenzie

broken to the Yukon and on across Alaska to the Pacific; eastward the wind-swept waste of the Barren Grounds begins just beyond the range that forms the skyline. Save near the Mackenzie this frozen desert extends almost to Great Slave Lake. Along the bleak shores of Hudson Bay the barren belt reaches even farther south, where a corner forking out below Fort Churchill offers—in its alternately freezing and

thawing surfaces—a serious engineering problem for the final hundred miles of the grade of the new Hudson Bay Railway.

At a casual glance the trees of the Mackenzie forest belt appear nearly of a size with those of the Slave and Athabaska; but the back is more discriminating than the eye. In my daily constitutional with the wood gangs I became aware of the steadily increasing number of cuts of cordwood that the leaders piled on the carriers' shoulders as the steamer worked north. The wind-and cold-stunted trees of the sector nearer the Arctic showed just as many annual rings as the more southerly ones of similar species, but even where the diameter at the ground was the same the northern trunk tapered off to a gnarled tip at a rate which greatly reduced its bulk. It was also more slivery, twisty and generally more difficult to make nest softly against the carrier's neck.

Wrigley is a wretched little post, fallen far from its once high estate and seemingly almost at its last gasp. The ancient Hudson's Bay quadrangle is neat and well maintained, but the little mission chapel is boarded up and—that is about all there is. The two or three families of Indians living in filthy teepees above the landing showed many evidences of disease as well as appearing much undernourished. Desperately hungry dogs, half bare with mange, ringed a pedestrian in a snarling periphery on the off chance of a scrap (Continued on page 62)



WHO'S BOSS ON SALT WATER?

*The Gentlemen Are the Captains, the Ladies Whatever They Command;
Mate, Cook, Cabin Girl or First Clas Entertainer*

By MRS. EZRA BOWEN

Illustrations by Walter Beuhr

WHO'S boss aboard ship? The captain, of course! But suppose a girl asks a man to go sailing in her boat, and the two know the ropes equally well, then who is captain? Why, the man, of course again.

No hard feelings, ladies, and no superior airs, please, gentlemen. This is the twentieth century; women boss steam shovels and run for mayor and dive airplanes nose first into the Atlantic Ocean,—we ourselves are modern to the last vertebra. Nevertheless, when it comes to salt water, to ropes and rigging, cable and anchor, sail, steam or gasoline; in short, when aboard ship: gentlemen, we drops you our courtesy and we knows our place!

Salt water is man's province. It is man's element, his last stand before the onrush of feminism. Who, on dry land, has the authority of the sea captain? Of the seasoned captain, the old timer. And there are plenty of them left. We should like to see a landsman brave one—talk back to one—much less a landswoman! Many, many times have we chuckled over the discomfiture of the brisk business man who, stepping from his car, essayed the brisk business manner with the old salts assembled on the dock.

Our friend George, though young, carries on land an air of authority. And rightly, for he has left a district attorneyship behind and is well on his way towards the judge's bench. This young man, his wife (from whom we had the story) and a friend—an important person who owns large stocking mills—decided to go for a sail. If you know Cape May, New Jersey, and its fiendish inlet, you will better understand this story. It was a

fair afternoon in early September, with a breeze from the northwest. Strolling onto the dock, George approached a captain and engaged a small open catboat for the afternoon. As the party settled in the boat, hauled up the sail and prepared to cast off, the captain, a benevolent looking old seaman, stood watching.

"Got a can, Cap'n? Little water in her." This from George, busy getting the tiller in her slot wrong end to.

Captain Joe did not remove his pipe from his mouth. He spoke over it and under it and all round it, after the manner of Jersey men:

"Can's in the bilge." Then, with a jerk of his head toward the sky, "May come up to blow, turn of the tide. You fellows say you know these waters, eh?"

"Ought to, Cap'n,"



Nice work, young lady,
you'll be a sailor yet!



"What do I mean?" barked Captain Joe, as the crowd commenced to gather. "You think I'd have hired airy boat of mine to you if I'd knowd you had no better sense than what you got?"

grinned George, "spent every summer here till I was grown. Funny you don't remember me."

"I do," said the captain grimly, and cast off the painter.

Well, they blew down the harbor, turned the corner and swept through the narrow inlet in no time at all. The tide was at flood. Under a bright sun the walls of the breakwater stretched seaward like two benign arms, from which fluttered the little boat, nosing for deep water. Outside, the breeze freshened and our friends flew merrily up the coast, riding an ocean of deep September blue.

"What a cinch!" said George. "Who said there was anything to this sailing business! Pick it up after fifteen years, same as riding a bicycle.

"My feet are wet," remarked Mrs. G. "And the water's not coming in over the side, either."

The visitor found the can.

"Let me bail," he offered politely.

And then the fun began.

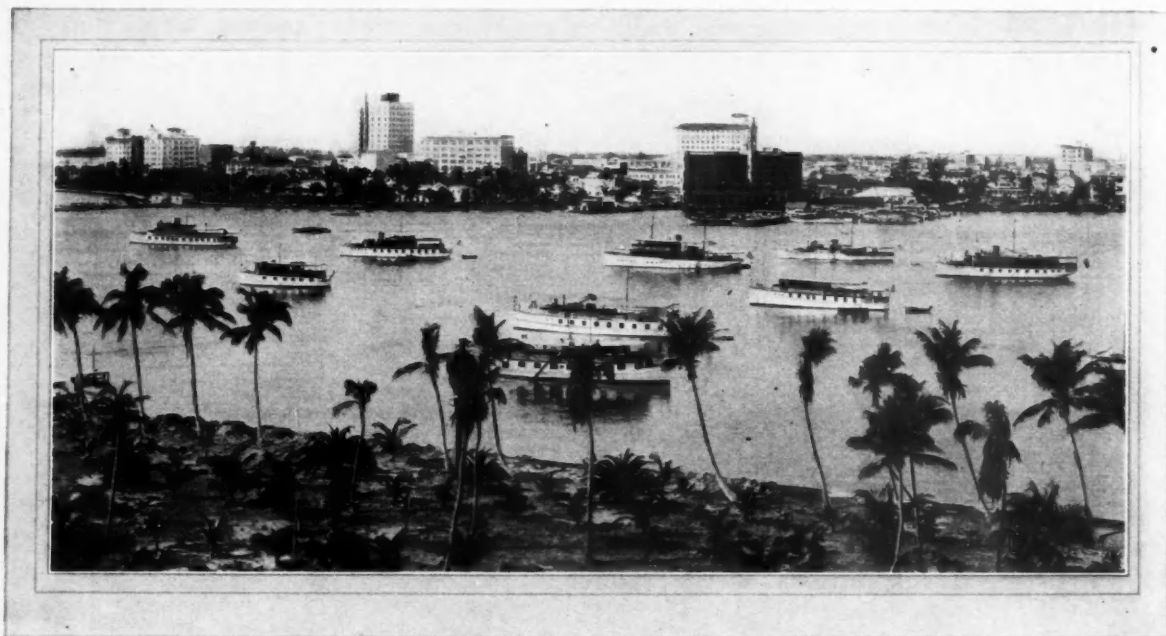
They put about, when they saw she was really leaking; but its a long way home against the breeze. By the time they reached the inlet the tide was racing out; vainly they beat back and forth; they might as well have tried to push a canoe up Niagara rapids. Not an inch would those sheltering walls admit them; with every tack they lost headway.

"Are we going home, or are we blowing out to sea?" asked Mrs. G. in a small, mild voice.

"Of all the untimely remarks! snarled George, and began to curse the skipper who had rented him the boat. The stocking mill person joined him, and they worked up quite a vocabulary:

"——Old fool, hiring out a leaky boat. What we won't say to him! Ought to be in jail. Suppose he'd given this tub to some fellows that couldn't handle her. Might all be drowned ——"

Mrs. George, feeling some more untimely remarks rising in her throat, closed her lips firmly. Then she sprang to her feet, and waving both arms began to shout (Continued on page 112)



Yachts beginning to assemble at Palm Beach for the opening of the winter season

FLORIDA SEASON OPENS

Everything in Readiness to Receive Visiting Yachtsmen from the North—More than Usual Activity in Racing This Winter

By GERRY SWINEHART

AT the moment there are good and sufficient reasons to believe that the attention of yachtsmen and marine sports enthusiasts generally, will center this winter with more emphasis than ever on the waters of South Florida and contiguous territory.

Up and down the lower east coast of the sunshine state, in Cuba, and to some extent in Nassau, B. W. I., water sports devotees have been marshalling their forces for the annual period wherein the southern fraternity concentrates its efforts on leading snowbound northern yachtsmen to places in the warm winter sun.

If these brethren of the southern seas are found this year exerting redoubled efforts to make their various strongholds of winter fun unusually attractive, one can not wonder. Once more they have been called upon to prove that tropical disturbances of the summertime bear no relation to boating pleasures of the wintertime. And so, if for no other reason than to dispute such erroneous ideas as may have accrued to the uninformed, we find our more southerly enthusiasts hard at it.

Logically enough, we find, too, that a deal of this activity is centering in and around West Palm Beach and Palm Beach. In these two varied resorts, so long famed for their regatta and the yacht anchorage they offer on Lake Worth, plans for a top-notch winter of water sports are under way. These resorts bore the brunt of the September storm. Consequently, they feel it incumbent upon them to, in a measure, lead the way; to show the world the virtues of South Florida in the matter of the courage and enterprise of its people, to broadcast the information that the come-back now has been completely effected.

But aside from the drama of community destiny being enacted there and aside from the new historical appeal of this

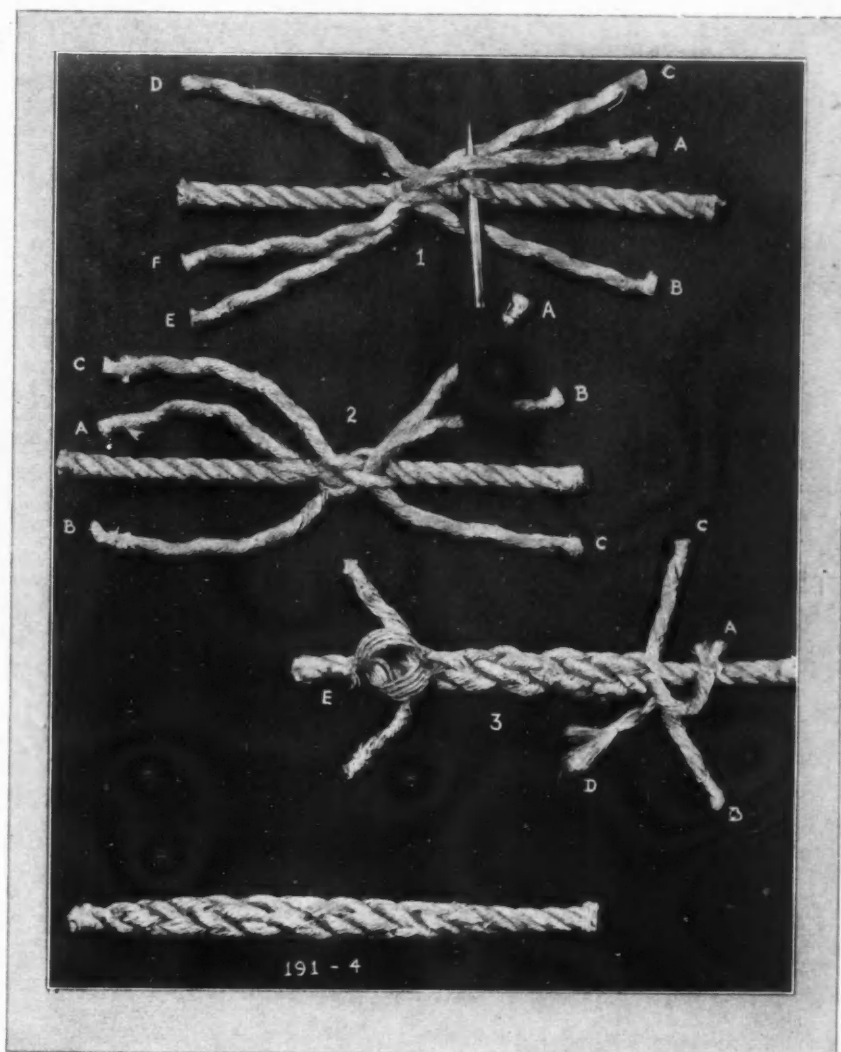
particularly section of the universe, there are, as we were saying, a number of reasons why South Florida will be a focal point this winter.

In West Palm Beach, for example, the usual program of water sports is being evolved but, projected this year as an added attraction is a new idea which for some months has been hatching. Briefly, it calls for an international sailing race to start at West Palm Beach, touch Nassau, Havana and finish in Florida, covering a triangular course. No small amount of planning and missionary work has been done. If all details can be completed in the three nations to be embraced, the race should get away on or about February 23, immediately after the conclusion of the usual features of the annual Washington's Birthday Regatta. If all details cannot be so arranged, then the big event will make its bow a year later. But there is to be instituted in southern waters an international sailing race and you can lay to that.

Behind the whole idea, designed to promote an interest in ocean sailing in winter playground waters, is Commodore D. H. Conkling of West Palm Beach. Working in conjunction with him have been Commodore Rafael Posso of the Havana Yacht Club and Commodore Frank Munson of the Royal Nassau Sailing Club. Sponsoring the event at the moment is the Palm Beach Yacht Club but invitations seeking their cooperation, shortly will be sent to clubs in Miami and other interested yachting centers.

Indications at the present time point to the successful inauguration of the classic this season. Entries have been assured from Miami, Havana, West Palm Beach, and from owners in the north. Rules have been considered and those governing the 1926 Bermuda race virtually

(Continued on page 120)



PRACTICAL KNOTS AND SPLICES

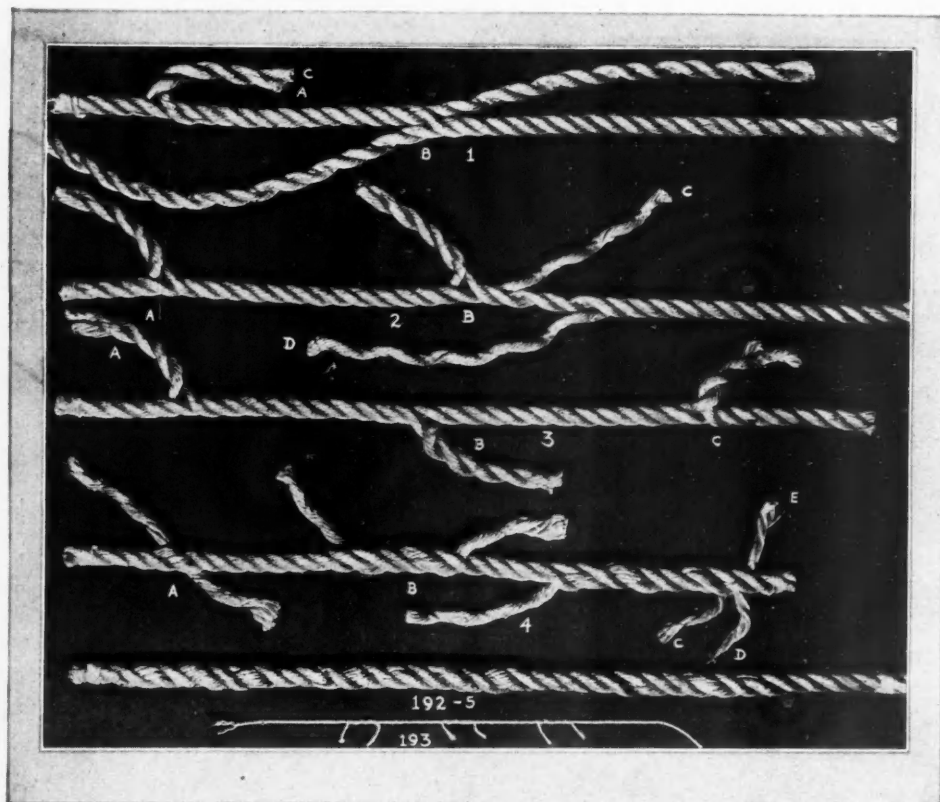
*An Excellent Treatise on the Art of Tying Knots and Handling Lines. Simple, Useful
and Ornamental Rope Work of All Kinds Fully Explained and Illustrated*

By CAPT. J. N. PATTON

Part IV

THE modern sailor is frequently referred to as a machinist afloat. These days of elaborate mechanical appliances to do most of the hard work aboard ship have permitted to some extent a decline in the ability of the sailors to do the tasks that the old sailboat sailors performed without effort. Principal among these seafaring arts is the ability to make a splice in the end of a line or to join two lines together by a splice of suitable kind. The art of splicing wire which is now so extensively used in the rigging and elsewhere about a large ship is a distinct occupation and relatively few of the modern sailors would undertake to splice an eye in the end of a steel cable.

The description of the splices which follows includes many of the most useful about a boat. Even though a yacht sailor may not be called upon to splice steel cables he should be familiar with the method and detail of doing this work on a rope's end. There are two methods generally used to permanently connect the ends of two ropes, these being the short splice and the long splice. Both are practically equal in strength to the balance of the rope and differ only in the bulk of the line at the spliced point. A short splice increases the diameter to such an extent that this line cannot be used where the rope has to pass through a block or sheaves. The long splice on the other hand, is of no greater diameter than the balance of the line and will pass



through suitable blocks without obstruction or hindrance.

Many yachts use steel wire as stays for masts and similar service. The description of an eye-splice in steel wire which is given will permit of duplicating a splice of this kind in wire. It would be well if the amateur sailor tried the handling of steel wire in splicing and serving so that he will become familiar with the handling of this material. Due to the more rigid material it is more difficult to make a splice in steel wire and once the ability to handle this material has been acquired, it will prove to be a valuable asset to the yachtsman.

191. Short splice in three strand rope. A short splice is used to permanently join two lines of the same size together but should never be used if the joined lines are to run through blocks or sheaves. As in the eye splice it is suggested that the novice first whip the ends of all six strands, and a foot or more from each end, place a temporary whipping around the body of each rope. Unlay the strands and marry same as in Fig. 191-1. Be sure that the strands of one rope alternate with strands of the other rope. Hold in left hand and remember the rule as in making the eye splice: Over one and under one. Start with strand A Fig. 191-1 and insert the spike (away from you), withdraw spike and insert strand A, turn rope and tuck strand B under strand D of other rope. Turn rope again and tuck strand C under remaining strand. Pull all three strands even and you will have Fig. 191-2. Turn splice end for end, cut whipping and tuck the other three strands (away from you) over one and under one and pull tight. You now have one full tuck of both ends. Make another full tuck with each of the six ends and you will have Fig. 191-3. Next split any strand (for example A) cutting out half the yarns at the whipping (but do not cut whipping) and tuck over one and under one. Repeat with other two strands, then turn splice end for end, and halve and tuck, and pull ends tight. Again halve the yarns of all six whipped ends and tuck. You now have two full tucks, a half tuck and a quarter tuck of each end. Roll splice under foot to make smooth. Stretch well and cut off ends leav-

ing about a half inch for additional stretching. In Fig. 191-3, strand E is shown split, the upper half of yarns should be cut from end whipping as this half will lay under strand when tucked.

192. Long Splice.

This splice is used where the spliced ropes are to reeve through blocks or sheaves. There are several methods of making this splice. Some splicers unlay both ends, marry as in the short splice and work from the center both ways. But I have found by starting as in Fig. 192-1 you do not lose any of the lay of strands. For a long splice in a 3 inch circumference line I would allow not less than six feet as the farther apart the three splices are staggered, the stronger will be the completed splice. In the

illustration two inch circumference rope was used, but illustration would not allow proper spacing of tucks to be shown. To start this splice unlay one strand of one rope for about 6 feet and cut off, leaving about one foot as in Fig. 192-1 strand C. Then unlay strand from other rope and lay in space formerly occupied by strand C, allowing a foot for splicing as in Fig. 192-1 at A. Continue to lay this strand until about central, then unlay a strand from right hand rope and a strand from left hand rope and lay the left hand strand in the respective space formerly filled by the strand from right hand rope as in Fig. 192-2. Continue strand C until all three strands are about equal distance as in Fig. 192-3. Then with all pairs of strands (for example Fig. 192-4A) tie an overhand knot with all yarns flat and even. Next take spike and tuck strands over one and under one as in Fig. 192-4B, unlaying strands sufficient to allow yarns to lay flat when tucked. Make another full tuck with all strands. You now have an overhand knot and two full tucks. Halve each strand and tuck as in Fig. 192-4C, again halve the remaining yarns and tuck as in Fig. 192-4E. Roll tucks under foot and stretch well before cutting off ends Fig. 192-5.

193. Long Splice in Fishing Line. Make the same as 192 using a sail needle to tuck the strands. Ends were not cut off, showing proper distance between splices.

194. Eye splice in steel tempered wire (six strands). Measure wire for length of eye desired and put wire seizing around body of wire about 18 inches from end, then whip well the ends of all strands or they will unlay as in Fig. 192-A. Then cut out hemp heart up to wire seizing. Bend eye to size desired and seize part at wire seizing to standing part. When splicing heavy wire a rigging jack or vise can be used to good advantage. Then insert marlin spike down through center of rope and tuck the inside strand nearest the standing part and pull tight. Some splicers prefer to tuck the two inside strands through the body of the rope on both sides of center strand and emerging between opposite strands. Now tuck (away from you)

the remaining strands (with the eye on your left) under strands of the standing part. Beat these tucks into position with a hammer on a block of wood. Then tuck all strands over one and under one and repeat, hammering strands after each tuck. You now have three full tucks and can begin to taper splice by leaving out about one third of the wires at each tuck. Ends can now be twisted or cut off short with wire cutters. Wire splices should always be served as the ends of wire will lacerate the flesh if handled.

When splicing extra heavy plow steel wire for eyes in standing rigging, wire hawsers, derrick boom guys, etc., make the tucks as in the sailmaker's splice as the wires and strands are too stiff to tuck over one and under one and could not be hammered into shape as with the more flexible type. The less a wire splice is hammered the stronger the splice.

195. Eye Splice in Six Strand Manila Wheel Rope. Place temporary whipping a foot or more from the end to be spliced, then whip the ends of each strand. Cut out the heart strand up to the whipping. Measure size of eye desired. Then tuck the two inside strands nearest the standing part down through the standing part, one on either side of upper center strand of standing part, emerging one on either side of lower center strand of standing part. The other four strands are then tucked the same as in the three-strand eye splice. With eye on your left, tuck away from you. Make two full tucks of all six strands, over one and under one. Then halve the strands and tuck and again halve the strands and tuck. Cut whipping and roll splice under foot, stretch under strain before cutting ends; or if to be served, use ends for worming.

196. Eye Splice with lanyard knot. Tuck the three ends as in the first tuck in three-strand eye splice, then with the three ends make a lanyard or manrope knot showing two parts, see Fig. 78. Pull each strand even and tight.

197. Eye splice in bronze tiller rope. Spliced the same as No. 198.

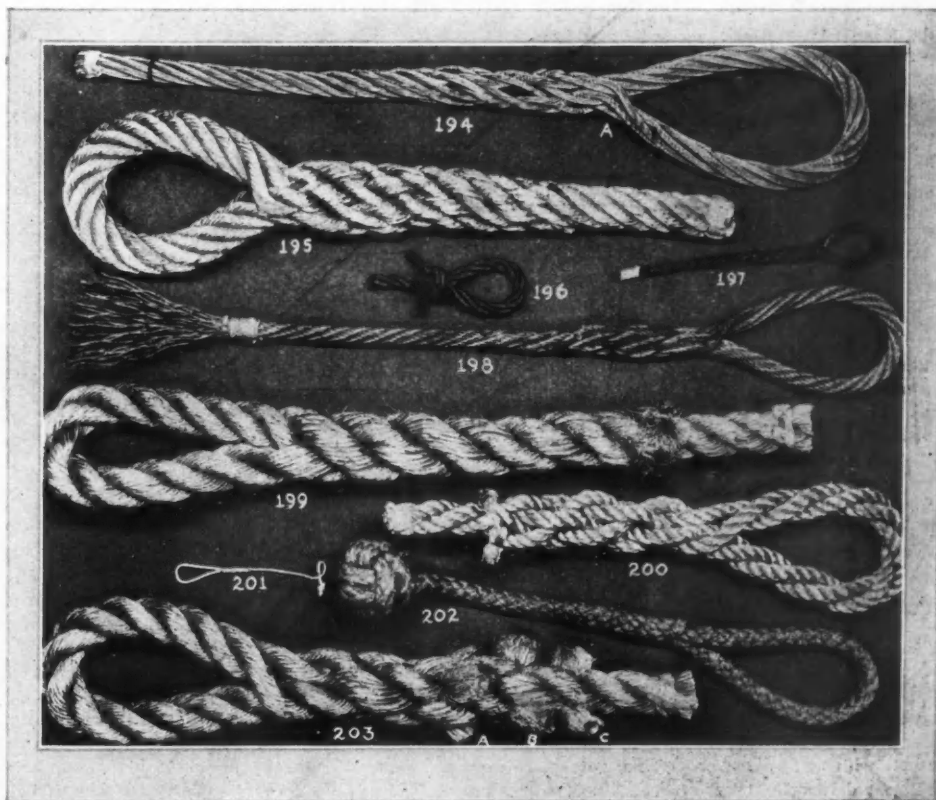
198. Eye splice in flexible steel hoisting rope (six strands). Note that the wire in this splice and in No. 197 is left handed lay and therefore must be tucked toward you when eye is on your left. Place temporary whipping a foot or more from the end, then securely whip all six strands, otherwise the ends will fray out as in Fig. 198-A. Unlay strands to the whipping and cut out the hemp heart. Tuck the two strands nearest the standing part down through the standing part, one on either side of top center strand of standing part and emerging on either side of lower center strand. Pull tight and place seizing around eye to hold in position. With eye in left hand, tuck remaining four strands under their corresponding strands of standing part, toward

you. With flexible steel wire, it is helpful after the first tuck is made, to place a temporary whipping around the first tuck to hold strands in position. Now with each of the six strands follow the rule, over one and under one (toward you). Make three full tucks, then halve the strands and tuck, then halve again and tuck. Hammer splice on block of wood before cutting ends. This splice must be served for safe handling.

199. Sailmaker's eye splice, three strand. Whip all ends of strands and place a whipping around body of rope a foot or more from the end. Measure size of eye desired, seize moving part to standing part. With a spike open up center strand in standing part and insert center end toward you. Tuck the other two strands toward you and pull all strands tight. Now tuck all strands around the strands of the standing part not forgetting the rule over one, under one as in all other splices. Again make a full tuck around the strands of the standing part, unlaying the strands so that the yarns will lay flat. The sail maker's splice is really tucking the ends around and around the strands of the standing part and makes a better splice to sew a sail to as each stitch goes around the spliced strand. Now taper the splice by cutting out yarns and tucking around standing part strands. Roll under foot and stretch before cutting ends. Note in illustration ends of last tuck were left long for final stretching.

200. Eye splice in cable laid rope. Cable laid rope is left hand lay and made of three strands of right hand laid rope. Is used extensively for heavy towing at sea chiefly in foreign countries. It is not popular in this country due to the fact that it offers greater resistance and friction in the water than the ordinary type used. First place whipping two or more feet from the end depending on the size of rope, then whip each of the three strands. If a large eye is desired, twist end against the lay a half or full turn and seize moving to standing part. With the eye on your left open up the center strand of standing part and insert (toward you) the end of center strand, then tuck the other two strands and

(Continued on page 116)



THE AMATEUR BOAT BUILDER

A Series of Helpful Articles Teaching the Correct Method of Boat Building from Start to Finish, Intended Particularly for the Unskilled Amateur Who Is Building His Own Boat

By H. W. PATTERSON

VIII—Applying the Planking

PLANK FASTENING. The plank fastenings may be copper nails, galvanized iron boat nails or screws. These were shown in Fig. 42. The best are copper nails, which in all cases of first class work should be riveted over copper burrs. There are two varieties of copper nails, i. e., cut nails and wire nails, and it is sometimes difficult to choose between them, but for carvel planking $\frac{3}{8}$ inch or more in thickness, cut nails have the preference.

The cut nail has a larger and thicker head, and a larger body where the sheering strain between plank and frame occurs, both of which are desirable features, but the point is rather small in proportion so that it is often necessary to purchase extra long nails in order to get sufficient metal at the point when cut off. As the body of the nail is tapered it is of course impossible to bore a hole with one bit that is just right throughout its length. However, this is largely compensated for, as the planking, being usually of softer wood than the frame, does not need so large a hole, and it is in way of the planking that the body of the nail is largest.

The wire nail has a parallel body with the fault that a standard nail of the proper length is rather too slim, and it often becomes necessary to buy long nails and waste considerable. Some sizes can be obtained in two or three gauges or diameters which gives some choice. Owing to a thin and neat head these nails are desirable for lap strake planking or any type where there is not sufficient thickness of wood to countersink the head.

Burrs (small washers) for either kind of nail should be of a size that necessitates forcing on the nail. For a cut nail they should just slip on the point and for wire nails one size smaller than the nail is about right. A set is used for driving them on which can be made by drilling a hole, somewhat larger than the nail, in the end of an iron rod $\frac{3}{8}$ to $\frac{1}{2}$ inch in diameter and 4 or 5 inches long.

Galvanized nails for planking are of a special kind known as boat nails. They are rather heavy forged nails with an irregular body, rather clumsy head and blunt chisel point. There are good ones and poor ones. The good ones are galvanized by the hot process and the point should stand bending almost double without breaking or the zinc coating scaling off. These nails are driven through and clinched on the inside of the frame

or if the frame is sufficiently heavy, two inches or more, they may be simply driven in. They should always be driven with the chisel point at right angles to the grain of the wood as the tendency to split is least.

Screws may be of bronze, brass or galvanized iron. Bronze screws are the best but are not always obtainable, so brass is most generally used. Galvanized screws are not very satisfactory. If galvanized by the hot process the threads are impaired by the zinc coating and if galvanized by any other process they do not last as well.

Whatever the fastening, a first class job requires that the heads be countersunk and covered with wood plugs, provided the thickness of plank allows it. The minimum thickness is about $\frac{7}{16}$ inch. Bore the countersink first using a Forstner plug bit, which is made for the purpose, or an ordinary bit, altered slightly to suit this particular work, which is better. The alteration consists of filing down the side cutters so that they are only about $\frac{1}{32}$ inch in advance of the radial cutters which raise the chips. If this is not done the side cutters cut unnecessarily deep and weaken the plank, especially when it is thin. The worm on this type of bit leaves a center hole for

starting the next bit, which is an advantage not obtained with the Forstner bitt. The counterbore should not be larger than necessary to take the head of the fastening and only deep enough to properly hold the plug. About half the diameter of the plug will be a satisfactory depth but more is better if the thickness of planking permits it. It is a good plan to fit some kind of gauge on the bit so that all holes are the same and of the proper depth. Don't neglect to allow for some planing later.

After the counterbore is made, bore through with any suitable bit of a size to make the nail a tight driving fit. Gimlet bits are good, especially for the larger sizes, when used in a brace. Ordinary twist drills are good, lengthened if necessary, when used in a geared hand drill or electric drill. And let me say right now that modern electric tools are wonderful time savers. Just today I watched a gang of four men boring for, and driving three inch screws in planking about as fast as pushing in thumb tacks.

One of the most important, but often slighted, operations of fastening is the proper driving and riveting of the nails. First

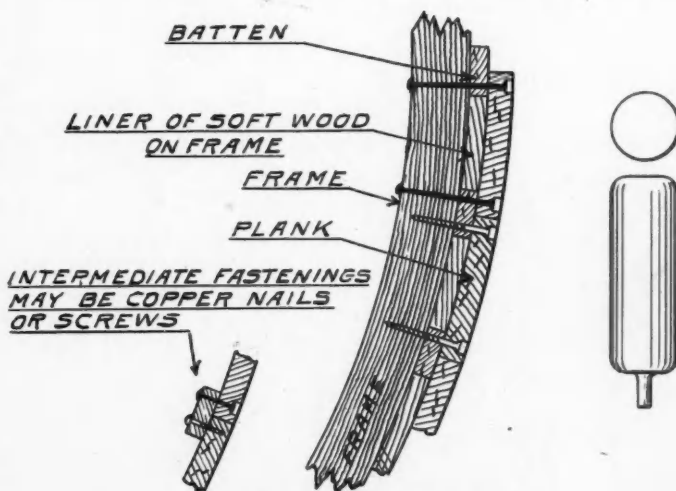


Fig. 49—Detail of seam batten construction

Fig. 50—A holding-on iron for riveting

the holes should be of proper size, then the nails must be driven fully in so that they draw the plank up tight against the frame. If the structure is light a maul head or heavy chunk of iron should be held on the inside of the frame while driving the nail and of course a set must be used to drive the head in the counterbore. Then the burr is put on and set down tight against the frame, a helper meanwhile holding a special iron firmly against the head. See Fig. 50. Next cut off the nail with nippers leaving a projection

of approximately one diameter of the nail to form the point. The riveting should be done with a ball peen hammer, giving numerous light blows rather than a few heavy ones, which further tends to draw the nail tight. The last few taps are best given with the flat face of the hammer to smooth the point. If the holding on iron is not held firmly against the head or it is too light there is danger of starting the nail backwards; or if the first few blows are too heavy there is a possibility of bending the nail in the wood instead of upsetting a head. A little practice will show how to do it best and the job is worthy of careful attention.

There are always two and sometimes three fastenings at each frame depending on the width of plank. The garboard and broads usually have three, two of which go in the frame and one in the floor, reversing the arrangement in the adjoining strake, so that the fastenings are uniformly staggered. In the narrower strakes where only two fastenings are used they should be staggered as much as the width of the frame allows. Where the garboard twists up to the stem the fastenings should be closely spaced.

Many of the fastenings cannot be riveted such as in the stem rabbet, deep floors, and in way of stringers, clamps, etc. In such places use screws. The same care must be taken when boring for screws as for nails. They must be a tight fit but not so tight that the screw is twisted off or strained in driving it. A little soap or grease on the thread will minimize this danger and lighten the work. It should always be used in hard dry wood. Also when driving screws into hard wood two sizes of bits should be used, one to make a snug fit for the body of the screw and one smaller to suit the thread. When the body is in soft wood, such as cedar planking, only the small bit is necessary as the soft wood will yield sufficiently.

The practical procedure of plank fastening is to drive all the

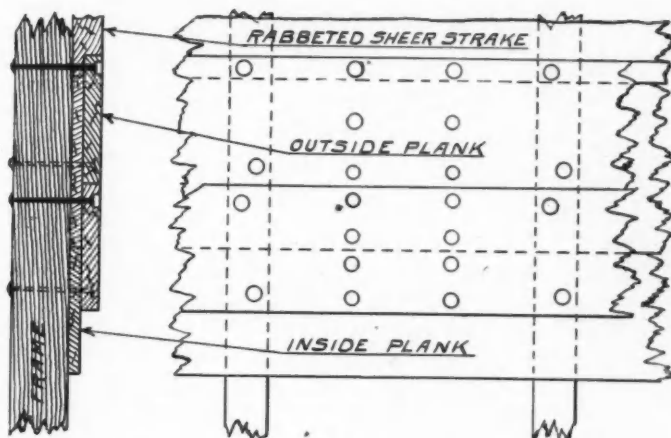


Fig. 51—Proper method of applying double planking

nails and screws as the planks are fitted and then make one job of the riveting.

PLUGGING AND SMOOTHING. When all the fastenings are in and riveted, fill the counterbores with wood plugs, bedding them in thick paint or waterproof glue. If the work is to be varnished it is best to use paint properly colored to suit. Place the plugs so that the grain runs the same way as the plank and do not drive them too hard otherwise the wood may be crushed and will swell later and look unsightly. Trim them off

flush with a sharp chisel. These plugs, also known as bungs, may be purchased in various sizes and woods from dealers in marine hardware.

Next go over the whole boat carefully searching for loose or rotten knots. Ream them out with a taper reamer and fill the holes with soft wood plugs dipped in thick paint or waterproof glue. There is a special glue called Casco which is suitable for this purpose. It comes in powder form and is simply mixed in cold water. Each plug is whittled to suit the hole and when driven is cut off flush inside and outside.

Now go over the whole surface with a jack plane and take down all high places so that the surface is fair and all seams flush. If the planking material was planed to a uniform thickness for the bottom and topsides very little planing at these places should be necessary at this time, but more or less fairing will be required in the bilge where the planks were roughly rounded at the time they were put on. The principal object at this stage is to get the seams flush and fair so that the caulking can be properly done.

CAULKING. Caulking the seams of a boat's planking is one of the most important operations connected with the work. It requires skill and experience to do it properly and I strongly advise the amateur to obtain the services of a professional for the job. It is one of those things which must be done right the first time.

If you must do it yourself proceed as follows. Procure regular caulking cotton which is manufactured in such a way that it can be readily split into strands of any desired size. When properly split roll it into balls for convenience of handling, and sweep the floor clean or spread something, otherwise the ball rolling about will gather chips and dirt.

Two irons will be required; one a regular caulking iron hav-

(Continued on page 66)

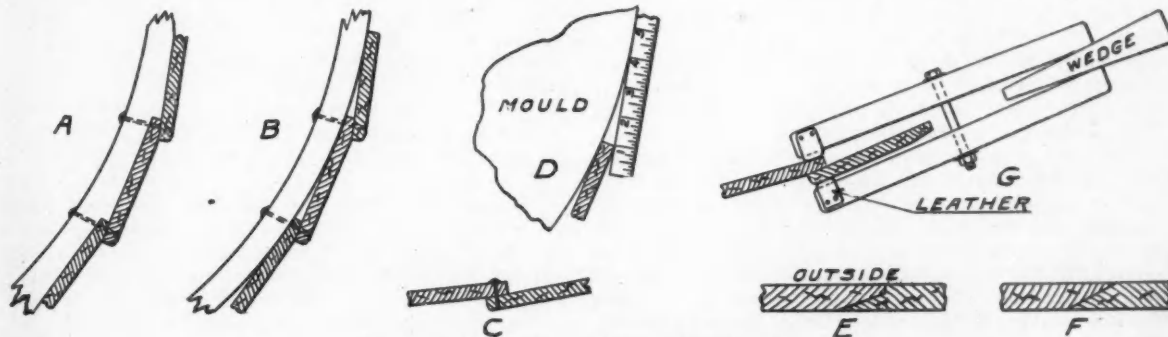
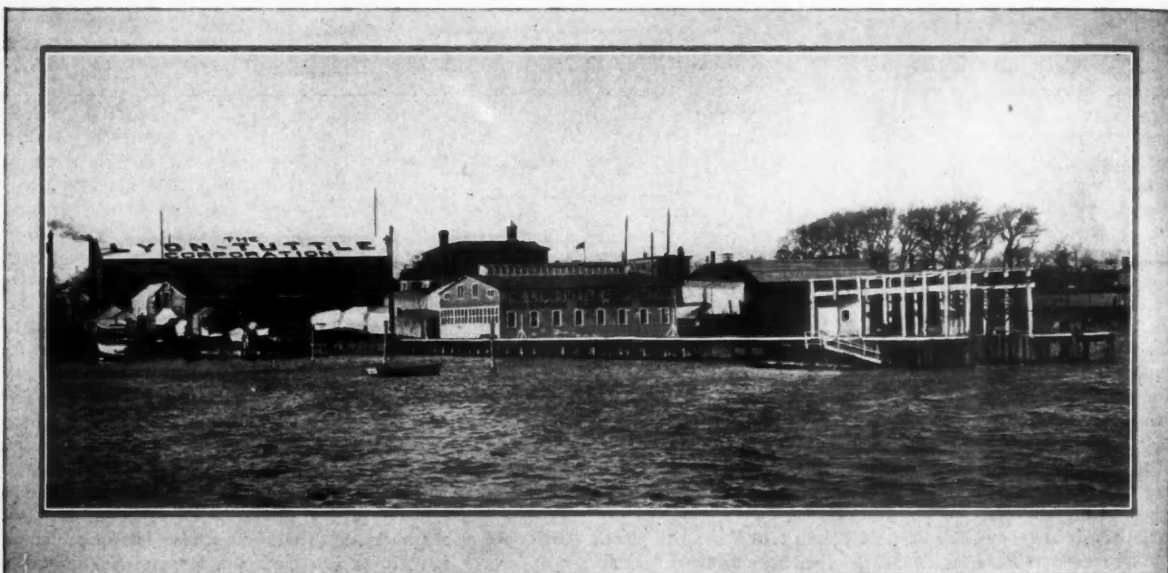


Fig. 52—How lap strake or clinker planking is applied



Waterside view of the enlarged Lyon-Tuttle boat service plant at City Island, N. Y.

M. Rosenfeld

SPEED IN BOAT SERVICE

Demand for Greater Facility in Small Boat Handling Leads to Establishment of Up to the Minute Service Plant Near New York

By ALFRED F. LOOMIS

TEN minutes for hauling out, fifteen minutes for swinging a new propeller, and five minutes for launching—half an hour spent at the repair yard and the high-speed motor boatman is free to roam the Sound again looking for more submerged rocks to conquer. It sounds like a dream, but it is a dream come true at the new City Island yard of Lyon & Tuttle, where the building and servicing of express runabouts is not a sideline, but a serious, conscientious business.

It was in April last that Howard W. Lyon, former associate of Gar Wood in the sale of high-speed runabouts, took over the old Kyle & Purdy plant at City Island and embarked on the double schedule of modernizing the yard and going into production on a fleet of Sea-Lyon runabouts. Since the war the yard had deteriorated. The buildings, ably constructed for the peak of war business, were windowless shells held in receivership by a firm of downtown lawyers. The foreshore where boats were hauled out helter-skelter was knee deep in a ten-year accumulation of iron refuse; and the water front was being whittled back at the rate of a foot a year by the tides of East Chester Bay. For a man who likes work as Howard Lyon does here was a delightful prospect.

First there was the construction of a bulkhead to resist the tides and increase the ground area. Bulkheads cost money and the more of this commodity there is sunk in an undertaking the higher the overhead and the more the reluctant boat owner has to pay when he barges in for repairs. But the new owner of the yard has the trading instinct. In years past he had swapped Gar Wood's hydraulic hoists for railway locomotives and cranes, swapped them in turn for products as unmarketable as old fashioned wood-burning locomotives, and sold them

at an ultimate profit to a logging company. With such a background it went against the grain to pay \$80 a thousand for new lumber to build the bulkhead.

Mr. Lyon looked around. He discovered that a subway contractor was ready to fill in his part of the excavation on Manhattan Island and had no further use for a quantity of five-inch timbers that had been used for shoring and flooring. Lyon had nothing to swap, but he kindly agreed to take the timber off the contractor's hands at \$20 a thousand feet, and the contractor agreed to deliver at the yard. So there was the material for the bulkhead, sound in every particular, but seventy-five per cent off the market price.

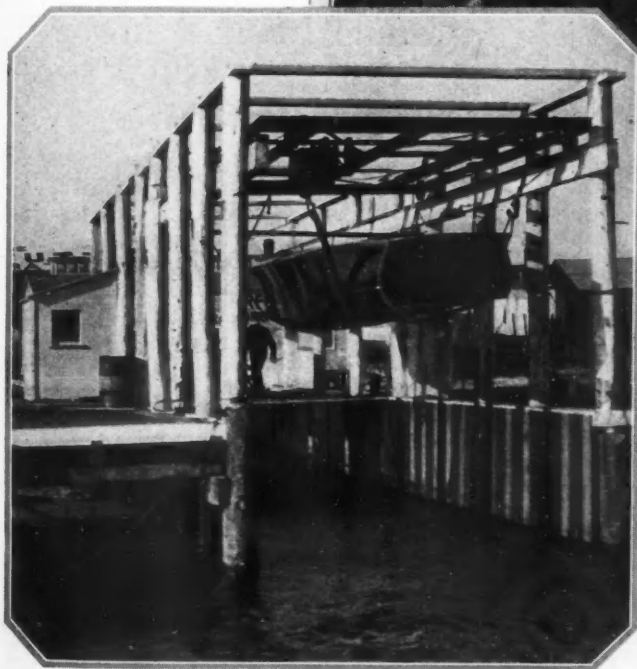
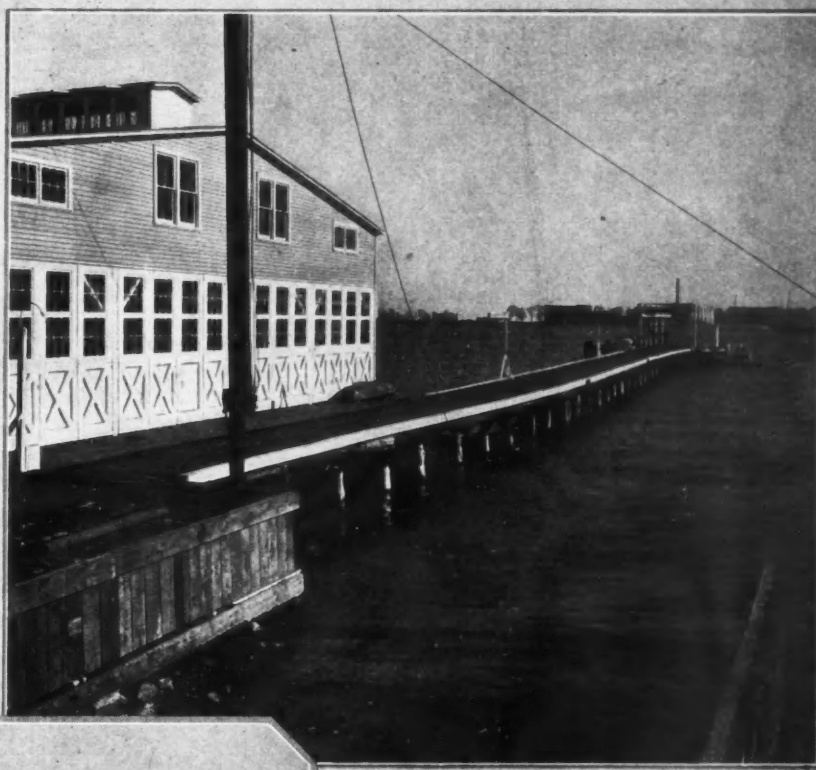
With the bulkhead in place came the expensive matter of filling in behind it. Everybody knows that dirt is cheap—as long as it stays put. When it has to be taken out to make a hole or thrown in to fill a hole it costs good money. Automobiles also cost money, but unlike dirt they depreciate as they grow old. When they are very old people are glad to give them away so that there will be room on the earth for new ones. Hence, it cost nothing to gather up all the available junked automobiles and dump them behind the bulkhead. They took the place of dirt but there weren't enough of them to fill the hole.

Then there was all that iron litter blocking the approach to the buildings—cast-off marine engines, broken house radiators, bed springs, pipes, elbows, and wheels in such profusion that only a mountain goat could hope to get around without breaking a leg. Piece by piece this material was carted down and dumped behind the bulkhead, but when the ground was clear the hole still gaped. Finally there remained two feet of excess

dirt forming the floor of one portion of the main building. A steam shovel was informally introduced to this, the floor level was brought down to that of the rest of the building, and the hole filled.

In the old regime there had been no dock. Or if there had been one it had succumbed in recent years. Lyon & Tuttle had no intention of operating a yard by the wade and row method. When repairs are done on a boat lying in the stream the mechanics or carpenters have to row out with a few tools, row back for a few more, and spend half the day in transportation. This is expensive for the boat owner, as he pays the transportation.

So foot by foot a pier grew out from the bulkhead and was extended until there was twelve feet of water at low tide at the far end of it. In the end of the pier was built a rectangular basin, big enough for a run-



The runabout storage building and long pier which reaches out to deep water

The modern runabout hoist which can raise a runabout clear of the water in a few minute.

boat is lowered away, and the repair work starts. If the job is a minor one it is attended to then and there and the boat is promptly placed back in the water. If much work is to be done, the slings are removed and the lift is ready for the next haul, while the boat on the dock is wheeled on tracks to the yard and shunted to a side track where it is in nobody's way.

In a newly built storage building standing on piles offset from the shore end of the pier there are at the present writing forty runabouts in storage for the winter. As these have come in, their contents have been placed in ventilated lockers up stairs, and the hulls and engines have been minutely inspected. On estimate of the amount of work necessary and the cost has been sent to each owner, and most of these have given orders to go ahead with the work before the spring rush starts. These owners will be afloat early next season and the space occupied by their boats will be available for indoor repairs during the summer. Upstairs in this store house is floor space for about a hundred rowboats. In winters to come

another two score of runabouts can be accommodated by the construction of a half-deck between the floors.

In addition to the boat lift at the end of the pier there are two marine railways for larger craft. These will haul boats of 12-foot draft and one is powerful enough to take a 140-footer. Last summer a big yacht was on the ways undergoing major repairs when the owner of another motor yacht brought his vessel in and asked for immediate attention. He didn't get it because the boat on the ways was in no condition for launching and couldn't have been skidded aside for (Continued on page 106)

about. This slip is open only at one side and it is so sheltered that a small boat lies quietly inside no matter how rough the bay. Above the slip is an electric boat lift—a sort of traveling crane. Into the slip comes a runabout in need of urgent repairs, and now we catch up to our introductory paragraph.

It is not necessary to wait a tide or to shore up the runabout on a cradle. The runabout rides over two slings. The lift man turns a switch and the runabout rises quickly out of water. When it is above the level of the dock it travels back until it is poised over a wheeled cradle ready to receive it. Then the



M. Rosenfeld

The new Chris-Craft cruiser underway at 30 miles an hour. Note the large forward cockpit, the bridge and aft cockpit in addition to the cabin arrangements

A NEW SPEED CRUISER

A 38-Foot Commuter With an Honest 30-Mile Speed that Has Real

Accommodations for 15 or 16 People

THE yachtsmen of the country have been waiting long and talking loudly for a real speed cruiser, one which would be seaworthy in any kind of a sea-head, following or cross, having a speed of at least 30 miles an hour, yet comfortable and without any pounding, and in addition to all this, have ample accommodations on board, both on deck and below decks for a real sizable party of people. Add to these requirements, those of easy handling, maneuvering and good looks and one presents conditions which have kept the speed cruiser from gaining much popularity in the past. It was universally believed that it would not be possible to embrace all these good features into one design. Yet they have been and with remarkable success.

The eyes of the boating industry, in fact, the entire boating world, as is their wont at frequent intervals, are again turned toward Algonac, Mich., home of the Chris-Craft.

For some time past, the proving grounds on the St. Clair River, on which the Chris-Craft plant is located, have been the scene of many interesting albeit mysterious tests.

For months, Chris-Craft designers have been working on a new, 30 mile an hour, vee-bottom cruiser, to contain sleeping, eating and lounging accommodations, yet retaining all of the characteristic speed, maneuverability, and other performance qualities of the Chris-Craft runabout and sedan models.



Jay Smith, president of the Chris Smith and Sons Boat Company

Those who have seen this new boat—including several prominent New York brokers and sportsmen, one of whom placed his order even before the price had been determined—are unanimous in their opinion that it represents a totally new departure in boat building, a departure quite in keeping with modern boating tendencies.

The new boat will easily accommodate a party of fifteen or sixteen persons; is provided with a large, luxuriously finished and completely equipped cabin, containing two Pullman-type berths and seats, galley, buffet locker, lavatory, and clothes closet; and may be driven either from a bridge deck aft of the cabin or from the forward cockpit.

The over-all length is 38 feet and its beam, 10 feet. Average head room in the cabin is 6 feet, 3½ inches. It is powered with a 200 h.p. Chris-Craft, 8-cylinder, 90° Vee-type motor.

Hardly a month has elapsed since the new cruiser was first announced, and the first one given her trials yet orders for more than 25 of them have been received.

A new building for the exclusive use of cruiser construction has been started and is well underway. Within another month cruisers by the famous Chriscraft production methods will be turned out at the rate of several every week. The new building will be of sufficient size to make this easily possible.



The little 10½-foot sailing dinghy waiting for the breeze

CHUNKY—A SAILING DINGHY

An Easily Built Little Boat With the Advantages of the Round Bottom Type and Still Simply Constructed for the Amateur

Designed Especially for MoToR BoatinG

By E. G. MONK

MOST of the small boat designs which are prepared for the amateur boat builder are much more difficult to construct than the designer anticipates. Amateurs generally have not sufficient skill and experience to attempt the larger craft so that the simple little design for this dinghy should be most acceptable. She has been arranged for planking in half inch cedar and the hull is very light and easy to carry up the beach or haul aboard the larger boat. Not only has the designer worked out the drawings but in order to be sure that they were correct he has constructed one of these boats. As will be noticed from the line drawing its shape somewhat approaches that of a round bottom boat and yet it is almost as easily built as the flat bottom sharp pointed skiff. There are no rabbets to cut and there is no laying down to do except to lay out a frame from the offset table.

This little sailing dinghy has been built and tried out and has met with favor by everyone who has handled it. She moves right along in the lightest of breezes and offers plenty of fun in a good one, carrying sail well and handling with ease. As a row boat it rows easily and will carry as many as six people with plenty of freeboard. In the design of the hull itself the aim was to embody in an easily built boat the advantages of the round bottom type so hard for the amateur to construct. The construction itself follows very closely that of the flat bottomed, sharp pointed skiff but the disadvantages of this type of boat are almost eliminated. The amateur should have little

trouble building it as there are no rabbets to cut and very little spiling or shaping of planks. The lumber order follows:

Planking, floor boards, seat risers, gunwale, after seat, and dagger board, 7 pieces ½ by 12 inches by 12 feet, white pine or cedar.

Bilge plank, 2 pieces, ⅝ by 12 inches by 12 feet pine or cedar.

Center and forward thwart, 1 piece, ¾ by 9½ inches by 8 feet white pine or cedar.

Frames, 20 lineal feet, ¾ by 8 inches oak.

Inner stem piece, 1 piece, 1¾ by 4 inches by 2 feet, oak.

Outer stem piece, 1 piece, 1½ by 6 inches by 2 feet, oak.

Keel, 1 piece, 1 1-16 by 6 inches by 6 feet, oak.

Rudder and center board trunk, 1 piece, ¾ by 12 inches by 6 feet, cedar.

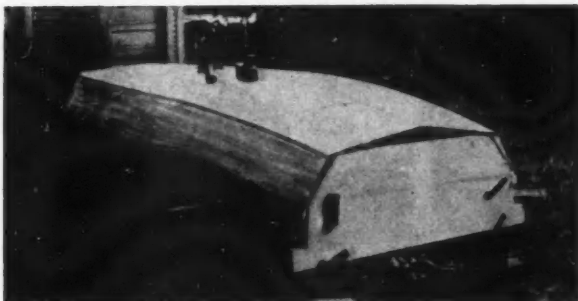
Rowlock cleats and knees, 1 piece, 1 1-16 by 6 inches by 4 feet, oak.

Boom, 1 piece, 1⅝ by 1⅝ inches by 10 feet, spruce or fir.

Mast, 1 piece, 2⅜ by 2⅜ inches by 14 feet, spruce or fir.

(The species of lumber specified need not be adhered to closely; substitute suitable lumber easily obtained locally.)

The first operation is to lay out the body plan from the offsets on a large piece of tough paper to full size. If you wish, you can put the fore and after bodies on separate sheets, laying out both sides of the boat on each sheet. Saw out the frame pieces to fit. The side pieces of frames Nos. 1, 2, and 3 must be beveled inside and out. The



A stage in the construction in which the bottom planks are on and ready for the sheer strake of planking

bevels can be obtained closely enough from the small scale plan using the arrangement plan on the print. Next, assemble each frame putting two galvanized or brass screws at each intersection. This should be done with the pieces assembled and tacked in place on your full size body plan. Mark the set-up line shown on the plan on each frame. Get out the transom (sta. No. 8) and the inner stem piece as per plan, obtaining the approximate bevels of the stem sides from the upper knuckle line. Do not bevel the stem above the sheer line, leaving that part square to be trimmed off later.

The method of setting up the frame is shown on the plan except that the boat is set up up-side down. The fore and aft set-up pieces come first and should be securely fastened and blocked up so that their upper edges are about two feet above the floor. These can be any cheap or used lumber 2 by 6 inches or wider and about ten feet long set on edge and located as per plan. Lay off on one of these the location of the frames and square these marks across to the other member. Next, nail on top of these the cross set-up pieces. These are 2 by 4 inches and those from frame No. 4 forward with their forward edges on the marks and those aft vice versa. Strike a center line through these pieces and mark on each the widths of the frames at the set-up line from your full size body plan.

The frames can now be fastened in position with the set-up line even with the tops of the two by fours. Bore through the frames and nail them to the two by four with one 8d nail driven over a hutchcock to be pulled out later. Fasten the transom and inner stem piece in position, being sure to securely brace the latter so that the planking will not pull it out of place. With a light batten fair up the frames.

The two bilge planks come next, and need not be too carefully cut to shape, as you can easily trim them later. Use a batten to get the approximate shape. You can cut off a 2¼-inch strip from one of the planks for a spiling batten, using it later for a floor board. The upper edge of the bilge plank should be placed down to ¼-inch thickness its full length, as per construction section and the for'd end should be hollowed out on the inside until the plank is about ¾-inch thick in the center to have less warp on the rounding stem.

This is the only plank requiring steaming and if you have no steam box, wrap it with sacks, etc., and pour on a large quantity of boiling water. Only the first few feet for'd need be thus

treated as the balance will bend on cold. Fasten to the stem and frames with 4d galvanized nails and to the transom with 6d. This plank on, the rest is easy sailing.

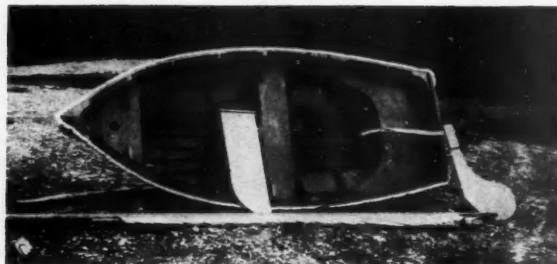
The bottom is next; pick out the best boards for the two side planks, using the poorest for floor boards. The bottom planks are about 10 inches wide and the four strips sawed off will make gunwales and seat risers while the extra length on the outer planks will make the after seat. Lay candle-wicking on the edge of the bilge planks and across the transom for caulking and allow a seam elsewhere.

Take the boat off the set-up pieces and turn it right side up. Next, trim the top edge of the bilge strakes to a fair line and guage on a line on the outside of these ¾ inches down and bevel the plank the full length to this line as per construction sections. Fit on the

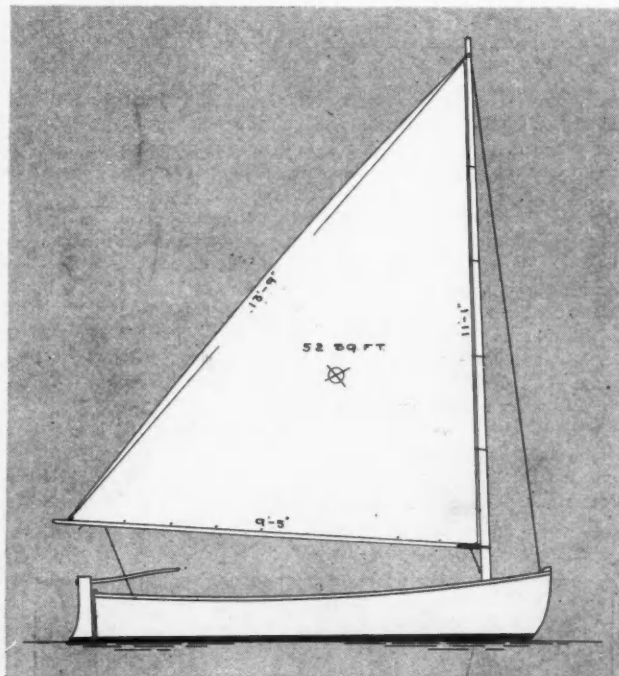
sheer strake, beveling the bottom edge to fit the bilge plank, forming a ½-inch projection, which will die out at the stem. The lap must be fastened with copper boat nails about 1½ inches apart and driven against an iron to clinch on the inside and make the lap watertight.

The balance needs little explanation and a few remarks will suffice. The keel is nailed on through the keel battens, which

are fitted between the frames, and into the frames where possible to do so. The centerboard trunk is screw fastened through the planking with candle wicking to form a tight job; also fit 2¾-inch oak pieces in way of centerboard to form the keel at this point, cutting the keel off each side of the centerboard slot. The breast-hook should be a natural crook but if unobtainable run the gunwales to the stem and fit a straight grained piece between. The rudder blade is in two pieces as per plan and glued together with waterproof glue; also either dowel or bore for and drive in some very long nails in the edges for strength. The dagger board can be of metal, if desired, although a wood one serves very well with a pin through the centerboard slot to keep it down. The outer stem piece is fastened in place



A general view of the finished boat's interior, showing the fenders, center board, rudder, spar and sail



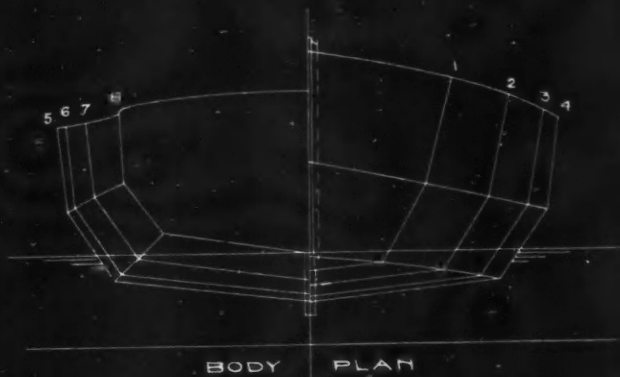
The outboard profile of the little boat which serves also as a sail plan for cutting the sail

before the for'd section of keel or the guard is put on.

Fasten a small pulley at the stem to lead the hoist aft and put a screw-eye in the mast and boom to hold the boom down. Let a sailmaker make your sail as it will not cost much and sail making is an art of itself.

Larger copies of the drawings are available at moderate cost. Write the Editor, MoToR BOATING, 959 Eighth Ave., N. Y.

MOTOR BOATING'S Build



SHEAR
SECTION

INNER

BODY PLAN

TOP OF SHEAR STRA

UPPER KNUCKLE

LOWER KNUCKLE

TOP OF KEE

SHEAR HALF

UPPER KN

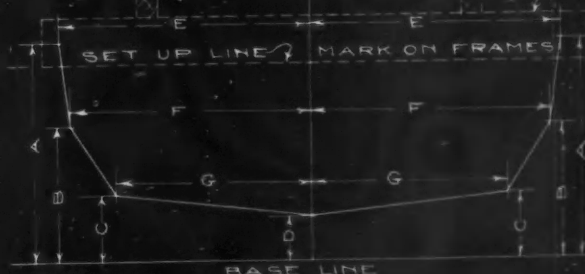
LOWER

LOCATION FOR
AFT SET UP
PIECES

LOCATI
UP CRDS

	A	B	C	D	E	F	G	
1	25-3	16-3	8-1+	7-4	13-3	10-7	6-3	1
2	23-5	14-5+	7-3+	6-1	18-6+	16-7	12-1+	2
3	22-2	13-5	6-7	5-1	21-7+	20-9	15-7	3
4	21-3	13-2	6-3	4-4	23-2+	22-2	17-5	4
5	21-0	13-2	6-4	4-4	23-4	22-5	17-7+	5
6	21-0	14-0	7-1+	5-2	22-4+	21-7	17-2+	6
7	21-3	14-7	8-5+	6-6	20-9+	20-1	15-6	7
8	22-1	16-2+	11-1	9-1	17-5	17-2+	13-3	8

OFFSETS IN INCHES + EIGHTHS TO INSIDE
OF PLANK



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SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions Submitted for the March Prize Contest

1. Describe some of the methods that have proved most successful to correct a compass which is necessarily located near the engine.
(Submitted by E. F. C., Cambridge, Mass.)

2. Explain the overhauling and adjusting necessary to put the engine in good condition for next season.
(Submitted by W. B. M., Newburgh, N. Y.)

PROTECTION FOR THE RUNABOUT

*Simple and Easily Constructed Shelter Buildings to
House and Protect a Small Boat*

Answers to the Following Question Published in the November Issue

Describe and illustrate how to make a shed to hold a small runabout so constructed that the boat may be removed without tearing down the shed.

Shed for Small Runabout

(The Prize-Winning Answer)

THE fine finish on a mahogany runabout is the result of several coats of varnish and much rubbing. This finish is not everlasting and is expensive. Refinishing is still more costly. Preserve the original finish as long as possible by protecting the boat from the weather, especially during the laid up period. It has been said that a boat not properly laid up and protected from the weather deteriorates more during the Winter months than in two seasons of use. Lay up your runabout in the best possible manner. A canvas cover that extends to the keel is a lot of protection while the canvas is good, but canvas does not withstand many seasons exposure without leaking. The repeated sweating of a varnished surface under closely fitted canvas does not improve the finish. Depending upon the quality of the materials and the workmanship, it may or may not check or fog.

The best method of laying up a runabout is to put it in a tight shed built for the purpose. This may seem a broad statement, but consider the protection to the boat and against prying visitors, the ease with which the boat can be laid up or launched, and being able to work on the boat in most any weather. Is it not worth while to build a shed a few feet wider and longer than the boat? Fairly well built and painted, from 10 to 15 years service can be expected without extensive repairs. Then only the sills and the lower part

of the siding will need attention, or possible renewal.

Local conditions will be a controlling factor in the location of the shed. If you have a private marine railway for hauling the boat, locate the shed at the end of the rails and well above the high water mark. Then you can haul directly into the shed and leave the boat on the car all winter. For hauling at the club or boat yard, it would seem advisable to build at right angles to the railway. Any boat that is worthy of a shed should have a cradle for hauling, and handling on shore. The

cradle is lashed to the car and the boat floated in position. A 25 foot boat on a cradle is easy to handle and it is very little trouble to put a roller under the cradle and give it a quarter turn. Put wheels on the cradle and one man alone can move it on the level.

For a 25 foot runabout a shed 10 feet wide by 28 feet long with a 6 foot height at the eaves of the lower side will be ample. Such a shed can be built by the owner with the help of the crew but if you are anxious to get the boat under cover; better hire a carpenter for a few days. The shed construction is much simplified by arranging to put the boat in endwise and there appears to be no advantage in handling a light boat sidewise. Concrete footings are fine for any building. Large flat stones will answer or 8 inch posts set 2 feet in the ground will be satisfactory. Place the footings so that the sills will rest at the center of the footings and if of concrete, place a $\frac{1}{2}$ inch bolt to lag down the sills. The front footings should be extended to the door opening, and of course, the footings should be level and square.

RULES FOR THE PRIZE CONTEST

READERS are urged to consider the above questions for the March issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before January 25; (b), about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

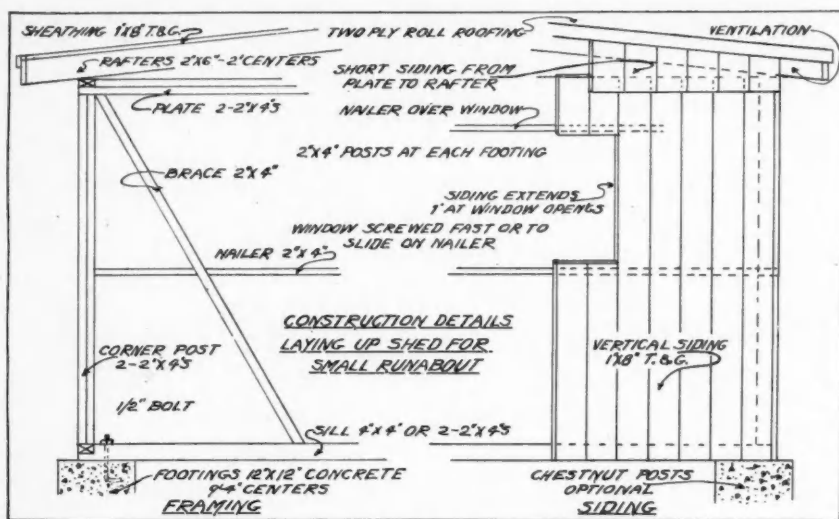
The names will be withheld and initials used. QUESTIONS for the next contest must reach us on or before January 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.



Construction details for the boat shelter shed suggested by W. B. M.

Place the sills and set up four corner posts, two 5 foot 4 inches long and two 7 foot 4 inches long. These posts are made by nailing two 2 by 4s together. Similar posts should be set at the intermediate footings along each side. Also set double studs at each side of the door opening. Stay the posts temporarily and nail on the plates which are made up of two 2 by 4s lapped at the corners and spliced over a post. Put in the braces from the plate to the sill and set up the nailers. The front should have extra braces from the sill to the rafters to stiffen the construction at the door opening. Check things over to be sure that they are plumb and true and then you can start siding.

One by eight tongue and grooved North Carolina Pine roofers will answer, or if you wish to spend two cents a foot more, use matched pine. The six and eight foot eaves allow twelve and sixteen foot lumber to cut without waste. The siding is vertical which makes a strong building with a minimum of lumber in the frame. Begin siding at the front and work around the shed or to a corner. The space between the plate and the end rafters is sided with short pieces before or after the roof is on.

Where you wish to have a window, cut the siding an inch above the nailer and put a short nailer over the window opening which will finish on all sides, one inch smaller than the sash you wish to use. A projecting sill can be added to the window openings with but little more work.

After the siding is completed, place the rafters which are 2 by 6s spaced 2 foot on centers. Allowing a foot projection at each side will require 12 foot 2 by 6s. Sheath the roof with 1 by 8 matched roofers and put a band of 1 by 6 pine around the ends of the rafters. The band protects the opening between the sheathing and the plate from the weather and this space is left for ventilation. All sheathing and siding should be nailed with two 8d nails at each bearing. A two ply roll roofing of good quality will average about 10 years service. Begin laying the roofing at the top and work down. In this manner the roofing will lay smoother and there is but little danger of it being damaged from walking or tools. Lift the upper sheet to apply the cement and nail from the center to each end. Instead of nailing all around the edges, coat one side of a 1 by 2 strip with roofing cement and nail this strip over the edge of the roof where the roofing is turned down. Don't forget to cement over the nail heads and then keep off of the roof. After a couple or three years, a coat of paint similar to the cement will prolong the life of the roofing.

Make the doors of the siding material, using three battens which may be screwed from the inside or nailed through from the outside and the nails clinched. A diagonal brace between

small boy cannot resist.

The track for the cradle to roll on may be two 3 by 6s or any odd pieces of timber laid on the ground with one inch boards for cross ties. The spacing should be about the width of the cradle. The space between the sill and the ground can be closed with one inch boards nailed to the sill.

This construction is inexpensive and simplified. It will give more space with less lumber than any other type of construction. A shed sided vertically as explained will stand as long as when drop siding is used on a frame requiring several times the amount of lumber in the frame. The construction is easy and can be handled by any one who can use a hammer, saw and square.

Location is again a factor in painting the shed. If located along the shore somewhere, any color will answer. Mix together all the odds and ends of paint around the shop. Don't put any bottom paint in the mixture. This composition will not mix with oil paint. Add some turpentine and plenty of dryer and enough linseed oil to make a workable paint. The color will probably be brown. If the shed is at the club or a well kept boat yard you will want to use a color that will harmonize with the other buildings.

The doors to this shed will be 8 feet wide and about 6 feet high. This is sufficient for the boat and most any roadster or touring car of recent design. By raising the height of the shed to allow the use of 7-foot doors the boat shed will serve a dual purpose and be in service the whole year round. It will house the boat and all the gear during the months out of commission and when the boat is in commission, the shed will house your car while you are boating. The convenience of a garage so close to the boat will allow you more chances to enjoy the boat. The car will be secure and if a shower comes up you will not have to wash the car. There are many other uses for a shed of this sort besides housing the boat and you will be surprised at its utility.

Following is the bill of material:—

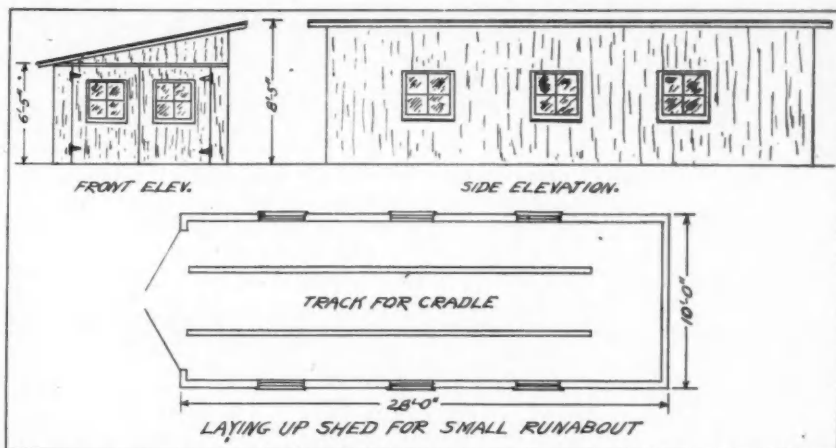
Sills, 5 chestnut 4 by 4 by 10. 2 chestnut 4 by 4 by 12.
Cradle track, 2 fir 3 by 6 by 20.
Posts, 16 2 by 4 by 14.
Plates, 4 fir 2 by 4 by 10. 8 fir 2 by 4 by 14.
Braces, 4 fir 2 by 4 by 8. 4 fir 2 by 4 by 10.
Nailers, 7 fir 2 by 4 by 10.
Siding, 712 board feet 1 by 8 T&G N. C. Pine roofers, or 1 by 8 matched pine.
Rafters, 15 fir 2 by 6 by 12.
Sheathing, 480 board feet 1 by 8 T&G roofers.

the lower battens will prevent the door from sagging and the sash is screwed to the door from the inside. Hang the door with heavy Tee hinges and fasten the same as garage doors, setting a short post for the foot bolt.

The windows may be any odd sash that you can pick up cheap. They will keep out most weather when screwed to the siding. If you prefer, the windows may be made to slide by fastening a stop to the nailers and a strip to the siding to stop the window at the opening. A stick at the end and against the post will hold it closed and locked. It would be a good idea to tack wire netting over the windows as a protection to the glass. There is a fascination to hearing the glass jingle from a window that many a

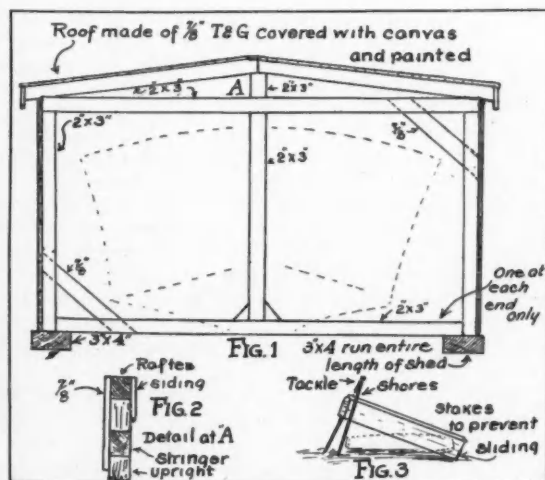
1 garage door set.
W. B. M., Newburgh, N. Y.

The shed is intended to be placed over the boat in the manner in which one would cover something with the proverbial soap box. Two methods allow this to be done: 1. The shed is jacked up with the aid of two auto jacks and blocking to such a height as to allow the boat to be shoved underneath and the shed let down again. In using the jacks, it is best to use one at each end and in the middle of the end, directly under the vertical member at that point. 2. Lift one end (Fig. 3) with the aid of shores and tackle and slide the boat underneath. Have the shores leaned in such a manner as to tend to force the shed



J. E. M., Norwich, Conn.

The siding or sheathing is next in order. In localities where corrugated galvanized iron can be used, this material is best for both sides and roof. It goes up quickly, is tight and fireproof, and with an occasional coat of paint will last a very long time. As an alternate $\frac{3}{4}$ by 12 inch boards may be nailed vertically and for a tight job the cracks may be battened. For the roof, roofers may be used and covered with a prepared roofing. The



A simple form of shelter by J. E. M. for enclosing
a boat

A FISHING TACKLE COMPARTMENT

*Preserving Valuable Equipment When Not in Use
Is of Great Importance to Its Life and Service*

Answers to the Following Question Published in the November Issue

Describe and illustrate a built-in fishing tackle compartment that will serve to keep the equipment in good condition and ready for use.

A Box for Fish Lines

(The Prize-Winning Answer)

HAND lines should be kept on reels when not in use, but even at that four or five reels of deep sea lines make an awkward bulk to be put into a locker.

The reel box illustrated presents several features which warrant one in making such a box: 1. The reels occupy a minimum of space. 2. The lines can be reeled on without that last minute rasping of hands when they are tender after a day's fishing. 3. The box can be laid open, face to the sun on the cabin roof and dried without the danger of rolling overboard. 4. The box can be stowed under decks, under an after seat or slung from the carlines. It can be readily carried from place to place and used in a dory tender, for example; it keeps the reels from under one's feet or getting tangled up with rapidly drawn in lines.

The method of construction is practically self evident from the illustration. Fig. 3 shows the method of making the reels, the ends being made of two pieces shaped as in Fig. 4, closely fitted over a length of half inch galvanized pipe.

While the size of the reels will vary as regards the size of the lines used, for deep sea work the length of the piece in Fig. 4 will be approximately eight inches.

The box is made of three securely fastened sides and a hinged cover (Fig. 2). A length of $\frac{3}{8}$ -inch galvanized pipe runs the full length of the box (Fig. 1) and forms an axle upon which the reels turn. A handle is fitted at one end. At A, B, C the $\frac{1}{2}$ -inch pipe of the reels butt, hence the butt ends of the pipe should be smooth in order to prevent any undue friction.

Galvanized iron nails are fitted into bored holes running through both $\frac{1}{2}$ and $\frac{3}{8}$ -inch pipes at the points A and C. Pegs of $\frac{3}{8}$ -inch white oak are inserted in the top of the box to act as stops.

All four reels can be filled at once. In this case the four galvanized nails are put in place and all the pegs removed. The handle will turn all four reels at once.

To reel in only one reel, place nail in the shaft of the reel to be filled, remove the nails from the other three, remove the peg from the reel to be filled and allow the other three to remain in place. The turning of the handle will now actuate only the reel in question.

To reel off any one reel, it is simply necessary to remove the peg and nail of said reel, allowing the other three pegs and nails to remain in place. Obviously there are several combinations which can be worked out in both filling and in emptying the box.

When a reel is filled, the end of the line should be tucked under adjacent coils to prevent unwinding. By removing cotter pin at X, the reels are readily disassembled and may be used independently.

J. E. M., Norwich, Conn.

Stowing the Fishing Tackle

BECAUSE it comes under the hobby classification, the motor boat's fishing tackle compartment escapes the blighting influence of union labor hours and budget accounting and is often, therefore, almost a thing of beauty and a joy forever.

For a small or medium-sized craft, either cruiser or runabout, an under-seat location for a set of drawers is a practical arrangement. Of course, rods of 5-feet or over that are not telescoping or sectional type can not be stowed in any ordinary drawer, but they may be placed in felt-lined clamps above the drawers, on the floor behind the same, or on end in some convenient corner.

Two old golf-club bags sewed together serve to keep long rods clean, dry, and protected.

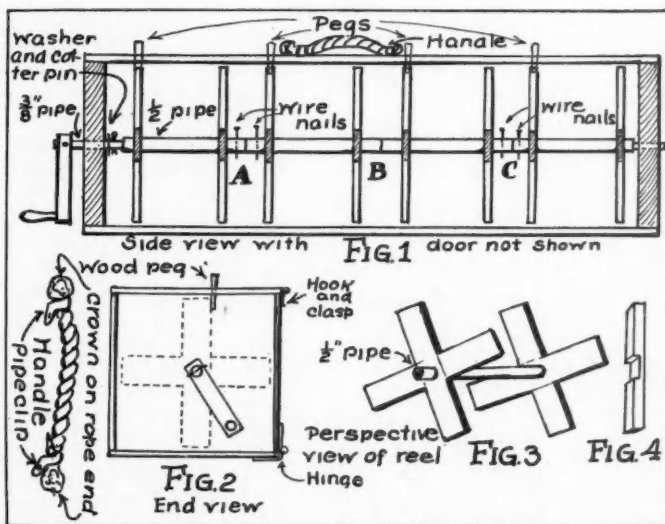
The size and number of drawers used for the rest of the tackle depends on the space available below seat. Where a sharp convex outline must be observed, the larger drawers must be on top, although some may prefer to sacrifice a little space and hang the drawers in a square or rectangular frame, which is a simpler method.

Base and posts of the drawer frame should be oak or pine, planed and rasped to an accurate fit. There are a good many metal chests on the market adaptable to this purpose, but they do not keep the contents as

dry and rust-free as the wooden type and are heavier. Moreover, on a small boat, the tackle may have to be stowed tolerably near the compass, and the wooden compartment prevents magnetic trouble that might arise from metallic parts of the equipment.

Drawers should range from $1\frac{1}{2}$ to 4 inches depth by 10 to 25 inches width and 20 to 32 inches length. Bottoms should be at least 5-16-inch thick to permit driving a few brads into same on drawers for metal articles. This prevents rattling about and scuffing in a heavy sea. A drawer may be easily subdivided into bins by a few

(Continued on page 126)



J. E. M. shows how to take care of fishing gear on the boat

INTERNATIONAL MOTOR BOATMEN MEET

*Annual Meeting of the International Motor Yachting Union at
Brussels Plans for Next Season's Events*

By J. LEE BARRETT
U. S. Delegate at Meeting

MOST interesting was the personnel of the assembly. There was Dr. E. Etchegoin of the Yacht Club Argentino, temporarily residing in Paris and noted for his scientific contributions to the medical world, connected with the Pasteur Institute and holder of the 12-liter world's championship.

If the Doctor expresses himself as well in his future boats as he does in French and English, his collection of world's trophies will probably include the coveted British International Trophy.

The genial M. le Marquis C. del Pozzo, a courtly gentleman of the Federation Italiana Motonautica, said, "tell your American clubs that we will provide free transportation from New York to Italy and return for a limited number of boats entering the King of Italy race in Venice late in the season of 1929." This is an event similar to the Catalina Island, California, race, unlimited as to motors and hull.

Arthur Bray of England's Marine Motoring Association, which is a recently formed federation that has been most potent in stimulating interest in Great Britain in the sport. Lord Curzon is President and Campbell Farrar, Esq., is Chairman of this active Association.

Major Paul Bernard, who has represented U. S. A. in the conferences for the last three years. The Major practiced law in New York, but during the war, due to the fact he was educated in France, was of signal service to the American Forces.

Doctor W. Teupken of Holland, that country which for centuries has had more experience in matters of water than any other, and where in Amsterdam they count their bridges by the hundreds to cross and re-cross their canals of water, which like Venice, seem to serve very well as arteries of transportation.

The Doctor, in addition to his duties as Chief Health Officer of Den Haag, has time to publish a marine magazine and follow the sport of motor boating.

Other delegates are mentioned below.

THE MEETING

That Belgium should be the seat of the International Motor Yachting Union is most complimentary to that attractive little kingdom, and is probably due to the energy and interest of the outstanding personality in the Belgian Government, who have shown interest in the sport.

M. A. Pierrard, President of the Union, was formerly Min-



The delegates at the International Conference in Brussels. They are, from left to right, standing: Clerk; H. Huhmann, Germany; E. Etchegoin, Argentine; A. Bray, Great Britain; L. Van Gansberghe, Belgium; E. Contreau, France; Jean Houët, France; T. Weston, Great Britain; P. Bernard, U. S. A.; Delhaise, Treasurer; seated: M. C. Pauwaert; W. D. Fair, Great Britain; C. Dal Pozzo, Italy; E. Massieu, France; A. Pierrard, President; H. Duhs, Sweden; H. Bauer, Germany; W. Teupken, Holland; J. Lee Barrett, U. S. A.

attention given to this work.

The Union, which acts as a clearing house for the world's motor boat and yachting rules and records, is composed of and maintained by the boating clubs of the various countries of which it is composed.

The beautiful conference hall in one of the Government Administrative buildings was the scene of the meeting, expensive mirrors reaching to the ceiling, massive gold furniture of the Louis XIV period, a great council table round which the delegates were seated made a most impressive background for the meeting. Despite all the dignity, formality, and historical associations, one could not refrain from smiling at the enterprise of some Yankee salesman who had placed in the room a shiny model of an American manufactured outboard motor.

Subjects for discussion on each of the three days were tabulated in French and English, and as facetiously stated by President Pierrard, presiding over this meeting of many languages must have been like trying to build the Tower of Babel, but with great patience and free discussion of each subject on the part of countries affected, the decisions noted elsewhere were arrived at, and a worthy structure of accomplishment—from an international viewpoint—of yacht and motor boating resulted.

The following countries were represented at the Conference:—
Argentina—Dr. Etchegoin (member of Permanent Committee).

Belgium—Monsieur Pierrard (President of the Union and member of Permanent Committee); Monsieur Van Gansberghe.

Germany—Herr Bauer (member of Permanent Committee); Herr Huhmann (Secretary, Deutscher Motor Yacht Verband).

Great Britain—Arthur Bray (member of Permanent Committee); Messrs. W. D. Fair, Eyston and Weston.

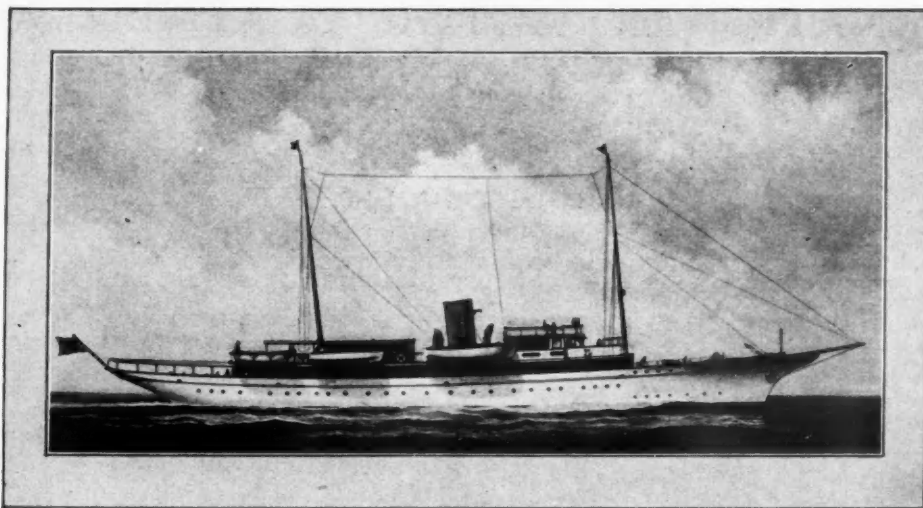
Holland—Dr. W. Teupken (member of Permanent Committee).

Italy—Marquis C. dal Pozzo.

(Continued on page 70)

ister of Marine of Belgium, and has been knighted by King Albert.

M. C. Pauwaert, the energetic Secretary of the Union, edits a motor boat publication in his country, and is an artist of no mean ability. He is able to translate the opinions of half a dozen delegates, speaking as many different languages, and motor boat enthusiasts throughout the world are indebted to Mr. Pauwaert for the time and



Three identical clipper stem Winton diesel yachts are to be built for prominent automotive executives from designs by John Wells and Cox & Stevens

Y A R D A N D S H O P

Notes of Interest to Both Owner and Manufacturer

MOTOR BOAT SHOW SPACE ALLOTTED

SPACE has been allotted and complete arrangements have been made for the display of boats, engines, and accessories at the Twenty-Fourth National Motor Boat Show which will be held in the Grand Central Palace, January 18-26, according to Ira Hand, secretary of the National Association of Engine and Boat Manufacturers, Inc., sponsors of the exposition.

Approximately 170 exhibitors will show 300 boats as compared with 200 displayed last year. In addition, tremendous increases have been made in the number of hulls, outboard engines, and other power units which will be shown.

Three floors of the Palace, the largest space available in downtown New York, have been taken over by the sponsors, and yet, the directors were thousands of square feet short of the demand. On the first floor, there will be a minimum of 27 exhibitors which will include 25 boat builders and two manufacturers of Diesel engines, who will show 27 cruisers, 28 runabouts and a number of motors.

On the second floor, 18 boat builders will display their 1929 lines and 20 others will take over a portion of the third floor. In addition, 52 engine builders will show approximately 400 motors, including those in the boats on exhibit.

A NEW COAST PILOT

The U. S. Coast and Geodetic Survey, of the Department of Commerce, has just issued a new edition of the U. S. Coast Pilot for the Atlantic Coast from Cape Henry to Key West. This volume which replaces an earlier edition, supplements the charts

of this section of the coast by furnishing detailed descriptions and sailing directions for the coast and harbors as well as a large amount of general information on such subjects as weather conditions, radio service, navigational aids, the use of the chart, etc. Important sailing directions and distances between ports are given in tabular form. The information contained in this Pilot has been compiled from a wide variety of sources including a special examination by the Coast and Geodetic Survey of the entire region covered by the book. The price of the volume, which covers only the cost of printing, is seventy-five cents and copies may be purchased from any of the Field Stations and Sales Agencies of the Survey in numerous ports along the coast.

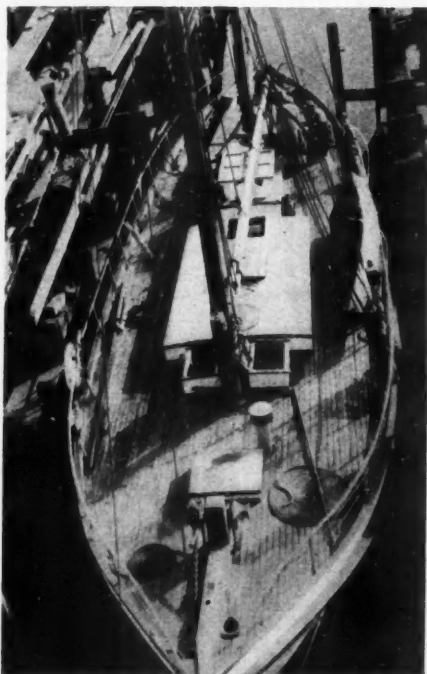
SMALL BOAT RADIO COMPASS

A new small direct-reading radio compass which may readily be installed on small vessels at a moderate cost has been developed by Dr. F. A. Kolster, chief research engineer of the Kolster Radio Corporation, according to a recent announcement. The laboratory work on the new compass was done in the plant of the Federal Telephone Company, of California, at Palo Alto.

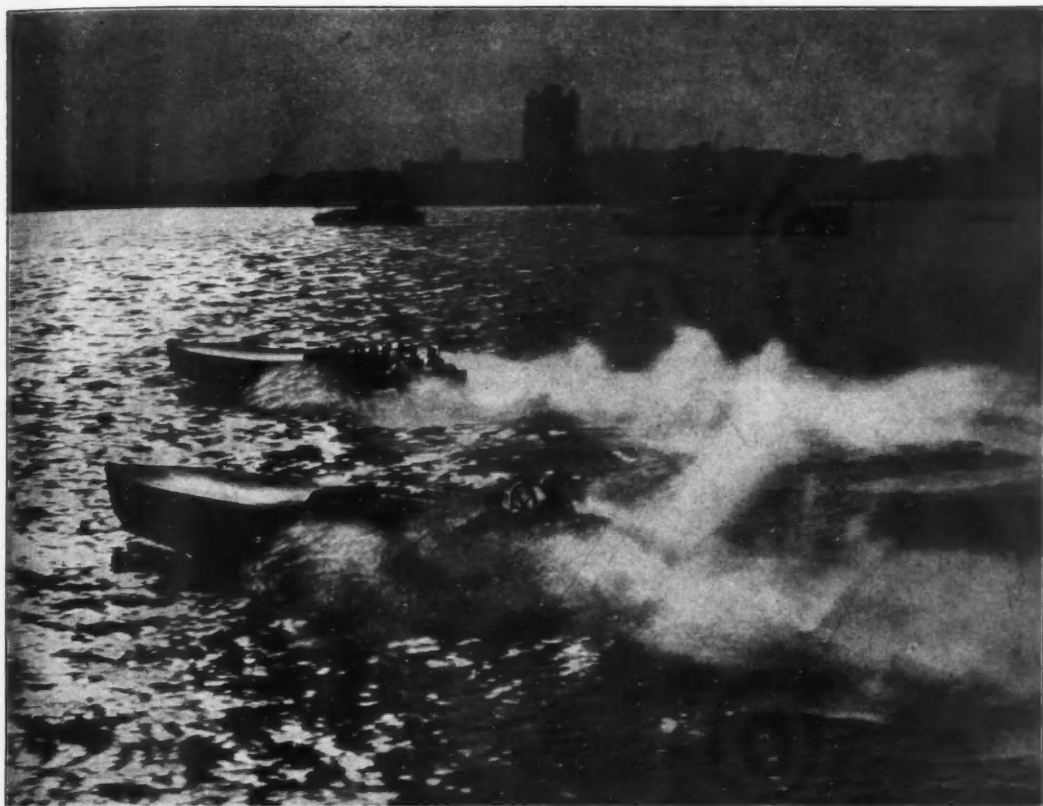
For several years the standard Kolster radio compass, approximately 10 feet in height from the floor to the top of the receiving coil, has been manufactured by Federal Telegraph. On account of its size and cost this model has been better suited for larger vessels.

Because of the extended service being given by the United States Government in providing ships with radio beacon

(Continued on page 60)



A bird's eye view of the deck of Nomad, a 50-foot auxiliary in which two boys, Daniel C. Blum and Stephen Miranda, hope to make a trip around the world



Photos
by
Rosenfeld

Miss America VII and the old champion
Miss America V speeding neck and neck in
a smother of spray on the Detroit River.

"Gar" Wood, Inc., - SAYS

"Every boat we build, in-

cluding Baby
Gar stock run-
abouts and Gar
Wood Express
Cruisers, is fin-
ished with Val-
spar, because we
believe it to be
the best possible
finish obtainable."

"Gar" Wood, Inc.

BOATS AND ENGINES OF DISTINCTION
DETROIT U.S.A.
October 19 1928

Valentine & Company
285 Fourth Avenue
New York City, N.Y.

Attention: Sales Promoter

Gentlemen:-

The "Miss America VII", which enabled Gar Wood to successfully defend the Harmsworth Trophy and, also, to establish a World's record of 92.838 miles per hour, was finished with Valspar. The "Miss America VI", which, until we built "Miss America VII", was the fastest boat in the World, took second place in the Harmsworth Race. She too was Valsparred.

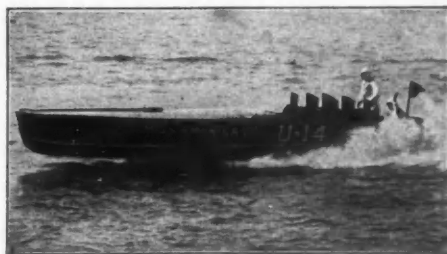
Needless to say, we are quite proud of "Miss America VII" and we have reason to be. Building the fastest boat in the World is a task that few boat builders would care to undertake, even though allowed plenty of time. The "Miss America VII" was completely designed and built at our Liggett Plant in thirteen days. On the fourteenth day she was tested and found perfect. As her record breaking performances, since, have proven.

"Miss America VII's" gleaming appearance, warranted after the terrific speed of those record breaking dashes, again proves the wisdom of using Valspar for the beauty and protection of our boats, every boat we build, including Baby Gar stock runabouts and Gar Wood Express Cruisers, is finished with Valspar, because we believe it to be the best possible finish obtainable.

Yours very truly,

GAR WOOD, INC.

S. L. Hartley,
Sales Manager.



On Sept. 4, Miss America VII set a new world record for speed boats when she traveled (with Valspar, of course) a one-mile course, thrice in each direction, at an average of 92.838 miles an hour.



Miss America V, the former speed record holder, wears gleaming coats of Valspar, identical with those used to beautify and protect her younger as well as all her older sisters.

YARD AND SHOP

(Continued from page 58)

signals, it is desirable that small vessels in coastwise navigation be equipped with a suitable radio compass. For that reason the new compass was developed. It was designed for boats where space is limited and where a more expensive instrument is out of the question.

The new compass is 3½ feet in height overall. The base containing the receiver is 14 inches square. The receiving coil, circular in shape, is 16½ inches in diameter. Because of its size, there is practically no limit in the choice of its location. It can easily be fastened to the wall of the chart room or wheelhouse. As all metal in the assembly is of a non-magnetic nature, it will have no effect on the ship's magnetic compass.

With this small compass accurate bearings on any of the established radio beacons can be taken over distances up to 25 miles or more. Radio beacons have been established on lightships and lighthouses in the vicinity of harbors and locations dangerous to navigation. They are now to be found scattered along the entire coast line of the United States and on the Great Lakes. Information regarding them may be had at any local hydrographic office or from the superintendents of light houses of the various districts.

THE EXPRESS CRUISER POSSUM

A notable addition to the Long Island Sound express cruiser fleet is the 64-footer Possum. This boat was designed by Cox & Stevens, Inc., of New York for Burrows Sloan of Philadelphia and built at the plant of Julius Petersen at Nyack. Possum is of the raised deck type with a depressed deck house and cockpits forward and aft. An owner's stateroom and bath are in the stern and there are additional berths in the deck house. The power plant comprises two six-cylinder Winton gasoline engines developing 200 h. p., which are able to drive the boat at a speed of 22 miles.

DESIGNER OPENS OFFICE IN DETROIT

Detroit, fast becoming the port of the most expensive pleasure yachts built in



H. E. Smith, president, and L. T. Savage, sales manager of the Eastern Service Marine Company of Boston



this country, has been selected by Henry J. Gielow, Inc., as a center for a designs office, according to Joseph A. MacDonald, president of the firm.

The new organization, incorporated under the laws of the State of Michigan, is under the direction of A. L. May, prominent Detroit business man and, Perry T. Stakes, former sailing master on Henry Ford's famous yacht, Sialia.

"In opening a new office in the West, we have established a precedent for yacht designers," Mr. MacDonald stated. "In our fifty-five years of business, we have created a great number of boats for residents of the Great Lakes section. We believe that we can establish a closer association with the fast-growing class of yachtsmen by opening an office there so that they can have the benefit of immediate advice from our corps of designers who have been organized in Detroit.

"In our fifty-five years of business, we created the whole line of boats for the Horace E. Dodge family, including the Nokomis I and Nokomis II and the famous old Delphine, the most expensive pleasure yacht that has ever been built. In addition, we designed Cliff Durant's Vidor, David C. Whitney's Sumar, Henry Ford's Sialia, Murray W. Sales' Sea Sales III and Comoco, now being built for Ross W. Judson, president of the Continental Motor Company."

DIESEL SOCIETY ORGANIZES

The Diesel Society of America, incorporated under the State laws of the State of New York, and with offices at 26 Court Street, Brooklyn, N. Y., has been organized with a large charter membership.

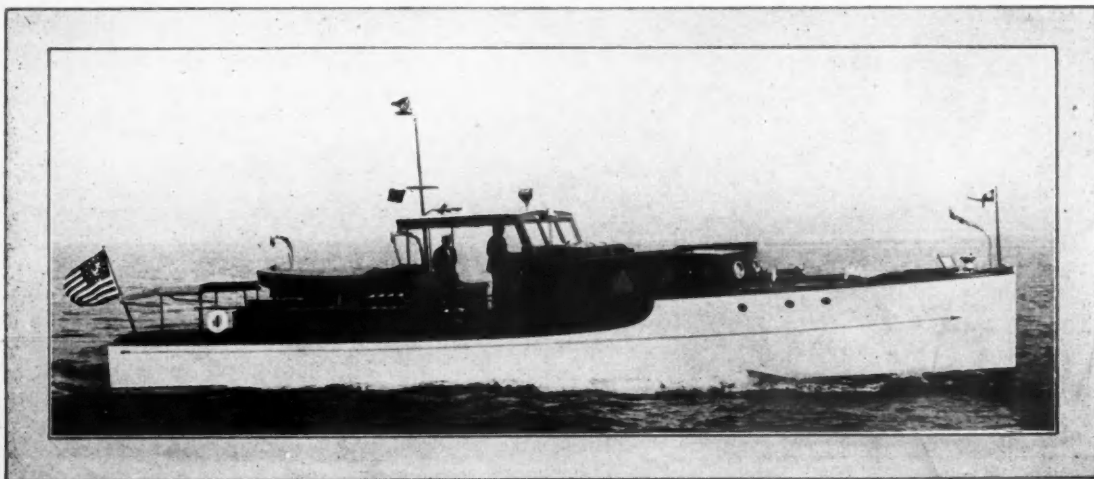
The objects of the Society, in brief, are as follows:

First. To promote interest in the use and improvements of all diesel and other oil engines.

Second. To be active in the enactment and enforcement of laws and regulations relating to diesel and oil engines.

Third. To gather information and data for its members and to supply it to them for publication in papers, magazines, etc., in which they may be interested.

Apparently the (Continued on page 132)



Possum, a 64-foot cruiser built for Burrows Sloan by Julius Petersen from Cox & Stevens designs and powered with Winton gasoline engines

When Sea-going Appetites are matched against the galley's best



WHAT if your guests don't know a halyard from a capstan! Fly a mess pennant, Cap'n, and they're down the hatch as soon as the saltiest tar.

Then let's hope your galley is as smartly rigged as your tops. Here social inspection is held three times a day. The landlubbers may declare (salt air being what it is) that they would relish fried nails on a paper plate, but your fame and your craft's treble when they find good vittles served on Ovington's yacht china, tattooed with

the flags of your club and your craft.

If it were very expensive, there would be some excuse for not having it, but the cost does not run aloft. At Ovington's you can get a dinner set, complete for six, emblazoned with your club and yacht flags for as little as \$100. And crystal goblets to match, able seamen all, who will ship with you for \$50.

Three weeks from the day you request designs your galley will be seaworthy in the highest social sense of the term.



"Gifts from all
over the World"

OVINGTON'S

Telephone: Caledonia 8702

Fifth Avenue
at 39th Street



Indians on the Mackenzie

BOATING ON ARCTIC WATERWAYS

(Continued from page 39)

of food being tossed into their slathering jaws. One enterprising prowler, bolder than this fellow, ducked in for a nip at my glue-fragrant hand-camera. Missing his original objective, he compromised on the slack of the gauntlet of my mosquito-glove.

Gigantic old Tim Gaudette, the Hudson's Bay manager at Wrigley, is one of a French half-breed family long in the Company's service. Famed for years as the strongest man on the river, the feats of lifting and carrying attributed to him verge on the fantastic. There is no exact mathematical rule to go by, of course, but I have a feeling that if one would scale down at the rate of about twenty pounds a year the burdens claimed to have been carried by some of these legendary samsons of the fur-trade, an approximation of the original pack—shouldered, say, in 1872—might make. Old Tim I never had a chance to check up on. Meeting him at Simpson on the return voyage. I asked him to lift for a photograph the thirty-foot birchbark canoe that Big Bateeste had shouldered on the way down. Admitting that this would have been a mere hand-ful for him once, the age-grizzled veteran only shook his head sadly and tapped his side.

"Ruptured—ten years ago—putting up drum of gasoline with one hand," he explained laconically.

As Tim was a bit hazy both as to date and weight I did not attempt to work out my formula.

The river is narrow and high-banked for nearly all of the hundred and fifty miles between Wrigley and Norman, flowing swiftly in a single deep channel for most of the course. For the sixty miles between the mouth of the Blackwater and Old Fort Point the chart describes the current as "generally swift and seething and flowing at a rate of 6 to 8 miles an hour," with the navigable channel having a depth of from thirty-six to fifty feet.

With the rocky formation of a character likely to create breaks and obstructions in the river, it is not strange that Mackenzie was a bit worried when the Indians of this region told him that there were two great falls ahead and that he would see the snows of many winters before reaching the Frozen Ocean. Fortunately this forbidding picture was embroidered with accounts of fantastic winged monsters and a native race of the Arctic that destroyed its enemies with a glance of the eye. Discounting the impassable cataracts accordingly, the cool-headed explorer pushed on to find no falls at all, nor even rapids broken enough to be dangerous.

Is it not possible that Mackenzie's experience here may have caused him, two years later, to *over-discount* the warnings of the Peace River Indians, and as a consequence seriously endanger his outfit by pushing blindly into the impassable Rocky Mountain Canyon instead of avoiding all of that sinister gorge by a lengthy portage, as the aboriginals advised?

Shortly before our arrival at Fort Norman the river was swept by a terrific storm of wind and rain from the north—quite the hardest blow of the summer. Moored under a protecting bank, the steamer Distributor was not at any time in serious trouble, but a raft of logs for the police at Norman, caught midstream, was broken up and scattered for a total loss. Inspector Moorhead of Simpson, a passenger on the steamer, extracted from a hysterically voluble young French Constable who awaited him at the landing a version of what had happened.

It appeared that the mercurial recruit, fearing he could not swing the raft in to the Norman bank against the wind, had taken to a canoe with the crew and abandoned his command to its fate. Terror of the thunder and lightning must have had something to do with this inexcusable breakdown of morale, for the main argument advanced in extenuation was an iterated, "It is no use fighting against the will of *le bon Dieu*."

As the logs represented many weeks' work by a gang of Indians being paid at the usual Mackenzie rate of eight dollars a day, the financial loss was considerable, to say nothing of the delay to urgently needed construction at the barracks. Worst of all, however, was this public exhibition of incompetency if not cowardice by a member of a force which has ever been relentlessly severe in the punishment of both. At the end of a preliminary examination that lasted just about as long as it took me to see the sights of Norman's quarter-mile of river street, Inspector Moorhead ordered the offender suspended and sent out to Regina for trial.

There appears to be a rather general feeling in the North that the Mounted Police of the present day falls a bit short of living up to the traditions of the old force. Indeed, an Irish trapper at Simpson went somewhat farther than that when he assured me that "the Mounties ain't what they used to be, and in fact they never war." Another was more cutting still when he observed that most of the force had come to a point where they really believed they were all the movies showed them to be. As both of these remarks were prompted by the ridiculous

(Continued on page 100)

The Super Elto

1929



"What has Elto for 1929?"

~ ~ the interest and eager curiosity of the entire outboard public will shortly be answered—and rewarded.

Meanwhile — *we pledge this:* That never before has Elto presented so great — and so valuable — an array of solid engineering advancements and sparkling new refinements ~ ~

We further pledge that these major Elto contributions step beyond the limits of anticipated achievement—and obviously assert themselves as the most notable contributions in recent years toward the universal enjoyment of outboard motoring.

ELTO OUTBOARD MOTOR COMPANY

OLE EVINRUDE, *President*

MASON STREET, DEPT. F,

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What a Difference This New POWER Makes!

A. C. F. 40 ft. Cruiser equipped with the New Gray "8." Speed, 14 miles per hour using Morse Reduction Gear, and 22x20 Hyde Propeller.

GRAY

"8"

~ at \$1100

~In Speed~Pick-up and Running Smoothness

There's a new thrill now in the old sport of motor boating. It has come with the advent of this faster, smoother power. A three-fold difference is instantly noted—

First—A Quicker Pick-up

Second—Much Greater Speed

Third—Amazing Smoothness

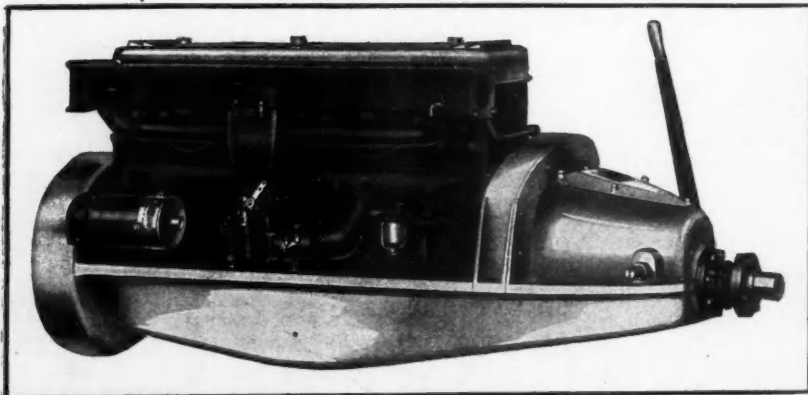
Boat builders, such as A. C. F., have been quick to sense the increased measure of boating pleasure they are able to offer their customers by the installation of the New Gray "8".

If you have been thinking of a "Six" at any price, you will do well to get all the facts about this smooth-running, powerful, compact "Eight", before you decide. You will have a finer boat—a faster boat—a more modern boat. Every time your hand touches the throttle, you will thank your stars for this New Gray "8" with its flashing get-away, its quick pick-up, the extra "punch" in its power, and especially for that smoothness and silence in operation which only an "Eight" can give. Write for Catalog.

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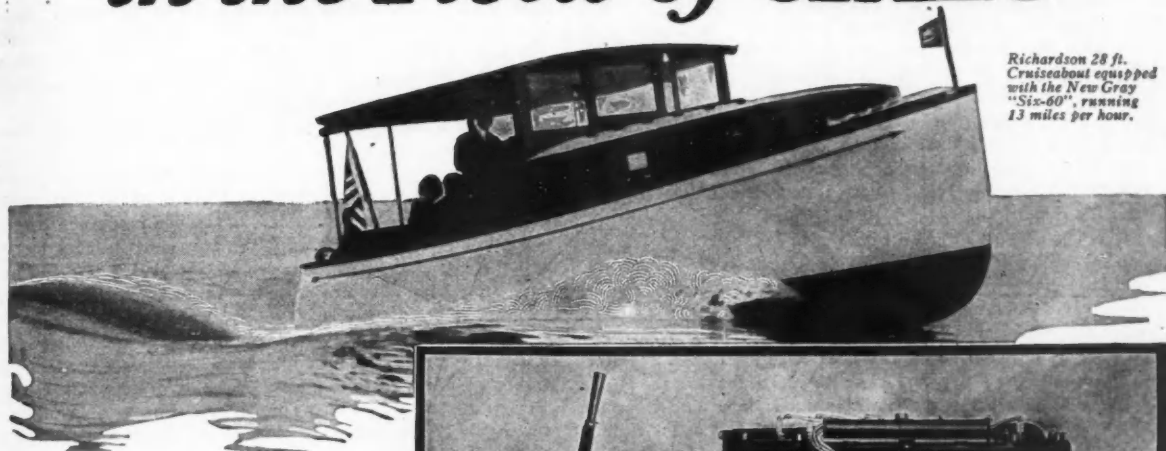
The New Gray "8"

- Develops 129 H. P.
- Under 60 inches in length
- Only 20 inches high above center of shaft
- Has counter-balanced five bearing crankshaft, 2 5/8" in diameter
- Has a bore of 3 3/8" and a stroke of 4 1/2", giving 322 cu. in. displacement
- Speed range, 160 to 3000 R. P. M.

Gray also makes Singles, Twos, Fours and Sixes from 5 to 200 H. P.

JANUARY, 1929

Today's Favorite in the Field of SIXES



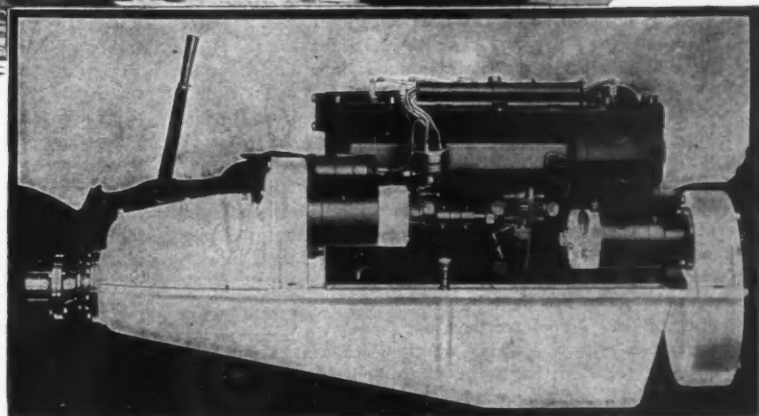
Richardson 28 ft.
Cruiseboat equipped
with the New Gray
"Six-60", running
13 miles per hour.

GRAY SIX "60"

Introductory Price

\$665

- Weight, Aluminum, as shown, 570 lbs.; Iron Base 660 lbs.
- Price, Aluminum, \$665; all Iron, \$645.
- 3 $\frac{3}{8}$ " bore, 4" stroke. Displacement, 215 cu. in. Length, 51". Water pump turns half engine speed. A. C. fuel pump standard equipment. Recommended for constant engine speeds of 3000 r. p. m. direct in runabouts, and 2600 r. p. m. on reduction gears in cruisers and work boats. Oil cooler is not standard, but may be supplied for racing purposes.
- Installs on the same foundation and retains the same shaft angle as the Gray "Six-40" and Gray "Six-72".
- The Clutch is oversize.
- Crankshaft is 2 $\frac{3}{8}$ " and has 7-bearings.
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- The high reverse ratio reverse-gear is the largest put on any engine of its bore and stroke in the American market today.



First Choice for 1929 of Boat Builders and Owners

Gray has pioneered the "Six" in the marine field. Gray Engineers, recognizing the superior smoothness, increased flexibility and greater speed possibilities of the "Six" first offered the famous Gray "Six-40". Then followed the Gray "Six-72". Each has attained an enviable place in its power class. But between the two lay an unfilled power gap.

—A faster, more powerful Motor than the "Six-40" was wanted for 28 to 30 ft. craft—yet a Motor as heavy and powerful as the "Six-72" was not needed.

So the "Six-60" was designed.

Moderate in price, light in weight, yet exceptionally sturdy in design and construction, it meets the power requirement of America's leading Boat Builders as does no other Motor of today for high-speed runabout work, and fast types of cruisers and work boats.

All orders for the New Gray "Six-60" shipped within 24 hours. Write for Catalog.

Gray Marine Motor Co. 680 Canton Avenue
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GRAY MOTORS

BUILT BY PIONEERS—ENGINEERS—LEADERS

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

THE AMATEUR BOAT BUILDER

(Continued from page 47)

ing an edge 1/16 or less in thickness, used for driving the cotton, and one with a fairly sharp edge used for opening seams which are inadvertently too tight. Also a regular caulking mallet which has a long head of small diameter.

Starting at the end of a seam tuck in the end of a strand of cotton, then with the caulking iron gather up a little loop and tuck that in, then another close to the first and so on along the seam. Vary the size and, spacing of the loops so that there is the right amount of cotton to properly fill the seam. After doing a few feet in this way go over the seam again and drive it all in so there is room left for putty, 1/8 to 1/4 inch, depending on the thickness of plank. Be very careful not to mar the edges of the planks. If a seam is too tight open it with the dumb iron.

It is impossible to convey with words just how hard the cotton should be driven. The ultimate result should be a compact and fairly hard body of cotton about midway in the seam. It should not show on the inside and there must be space left outside for putty. The professional knows from experience what size the strands should be to start with, and feels instinctively how large and close to make the loops. If the seam is a little too open he will put one loop almost on top of another to get sufficient body of cotton, and again if it is too tight he will not loop it at all. Also he considers the kind of planking and its condition. If it is very dry he will caulk lighter, knowing that such planking will swell more than if it is damp. Again I advise hiring a professional for the job.

When the planking is thin, caulking wick laid straight, that is without looping, is often used. In this case the seams must be nearly perfect otherwise the caulking will be tight in some places and loose in others. A very neat way is to fit the planks so that the seams are tight inside and very little, if any, open on the outside. Then force them open, one at a time, and roll the cotton in with a caulking wheel, which can be purchased from dealers in boat hardware. Boat builders make a wedge shaped affair of hickory or other hard wood which they drive along to open the seam. It does so uniformly and is much better than a dumb iron. After the wick is rolled in sponge the seam with water and it will close up on the outside nearly to the original state. Heavy planking has two or three threads of caulking, the first of cotton and the others oakum.

The next job is to pay or paint the seams which is done with a special seam brush and fairly thick white lead paint. Be particular to thoroughly cover the cotton and edges of the planks then wipe off the surplus with a rag.

The entire skin should now be gone over and made fair and smooth. Use a jack plane first then a smoothing plane set fine, using long strokes and taking off no more than necessary to obtain the desired result. By passing the hand across the planks unfairness can be felt or a thin batten bent around will show it. Also the seams form sight edges which show the fairness fore and aft.

After planing use a sharp cabinet scraper in diagonal strokes across the grain to smooth down any small ridges left by the plane, then sandpaper thoroughly. The sandpaper should be on a block and also applied across the grain. No. 1 is about right. If the boat is to be varnished the final sandpapering must be done with the grain so that all scratches are removed and it is best to finish with No. 3/4.

This smoothing of the planking should be very carefully done as any humps or hollows will be very much in evidence after painting, and greatly magnified under certain conditions of light. As soon as the smoothing is done give the whole surface a coat of thin priming paint.

BATTEN SEAM PLANKING. This type is the same as carvel planking described last month with the addition of a batten or ribband on the inside of each seam. Fig. 49. It

is principally employed for small fast boats where strength is required with minimum weight. The planking is usually thin, varying from 3/16 to 1/2 inch in thickness although it is occasionally used for fairly large boats where it may be up to 1 inch thick. The battens may be of oak, mahogany, yellow pine or spruce and are usually a little thinner than the plank and wide enough to take the fastenings in the plank edges. When the frames are widely spaced, as in the Isherwood type of framing, the battens are much heavier.

The actual work of laying out the strakes, spiling and otherwise handling the planks is the same as described for plain carvel planking. The only difference is in the fitting and fastening. If properly done this type of planking requires no caulking and the seams are therefore fitted tight inside and outside.

After a plank is fitted, mark the frames at its edge for the center of the seam batten, then remove the plank and fit the batten. If a liner was bent with the frame, as suggested in the chapter on framing, it is only necessary to saw out a section of it the width of the batten, otherwise make two saw cuts in the frame and remove the wood between them with a chisel. Be very careful not to saw deeper than necessary as it will seriously weaken the frame. Fasten the batten to each frame with a small nail in the center. Now give the batten a coat of thick paint and fasten the plank in place.

Fastenings in the frames may be riveted copper nails or screws the same as for carvel planking. In addition there must be two or three pairs of fastenings between frames securing the batten to the planks. They may be copper nails riveted if the planking is thin, or round head screws through the batten into the plank if the plank is thick enough, 1/2 inch or more. These intermediate fastenings should be evenly spaced to make a neat appearance.

When the thickness of planking permits, the heads of all fastenings on the outside should be countersunk and plugged. About the minimum thickness is 7/16 inch to allow it, and great care must be exercised in boring the countersink in such thin stuff. It must be deep enough to hold the plug yet leaving as much wood under the head of the nail as possible.

When the planking is too thin to countersink, the heads of the nails are made flush with the outside. This requires that all planks be planed to the exact thickness and smoothed before fastening as no further smoothing, other than with sandpaper, is possible. When the planking is all on, go over the nail heads with a flat file to remove any projections, then sandpaper thoroughly. As wire nails have the neater heads they are the most suitable for this class of work.

DOUBLE PLANKING. Double planking is ideal for nearly all sizes and types of boats as it is light, strong and maintains a good appearance. Fig. 51. When completed the skin is practically one piece of wood, consequently it may be thinner than carvel planking for equal strength. Cedar or white pine from 1/8 to 3/8 inch thick are generally used for the inside skin and cedar, mahogany, yellow pine or in fact any suitable planking wood from 3/8 to 3/4 inch thick, outside. The garboard and sheer strakes should be single thickness, rabbeted on the edges for the outside planking. The remaining strakes are arranged so that the seams of the inside planks are in the center of the outside planks.

The sheer and garboard strakes are gotten out as described for carvel planking, making due allowance in the width for the rabbet, which should be from 1/2 to 1 inch wide, depending on the thickness of planks. All that is required is a lap wide enough to take the intermediate fastenings. An adjoining strake of inside planking is next fitted and fastened with small wire nails, taking care to keep them clear of the regular fastenings to be put in later through the outside planks. Then a strake

(Continued on page 122)

When at the Motor Boat Show
Don't Fail to See
the NEW

FAYBOW MOTORS

(SPACE "V" MEZZANINE)

The 60 H. P.
CHALLENGER

The 75 H. P.
DEFENDER

The 100 H. P.
CONQUERER

The Following BOATS Will Be Shown

The "MIDDY"

The Aristocrat of Outboard Craft

The "STATIC"

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21 ft. Forty-mile Runabout

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Mention MoToR Boating, 57th St. at Eighth Ave., New York.

ROUND ABOUT LAKE CHAMPLAIN

(Continued from page 27)

more resembles a river than a lake. The channel winds through swampy grass-grown land and is plainly marked by a type of beacon ordinarily found in river navigation.

At noon we stopped at Belden's boat yard, which is near light No. 5, took on gasoline and made arrangements to leave our automobile tire fenders, as we would not need them until we entered the canal again and did not wish to carry them about the lake, as they were awkward to stow and unsightly in appearance. As we afterwards found to be the case throughout this entire country, we were most courteously treated, and our fenders were stowed away with the promise that they would be there for us when we came back. We found this little boat yard busily engaged in the building of outboard boats and various miscellaneous repair work for the boatmen of this end of the lake.

We anchored for luncheon off Mill Bay, where Lake Champlain finally begins to look like a lake. The high rugged shores were most interesting and were dotted with summer cottages. We had decided by this time that as we were to spend a month in the lake we would make no effort to run on schedule, but would rather endeavor to explore all points of interest without hurry, so that in many cases we anchored or moored to a dock at noon-time.

We were under way again at two o'clock, and at three o'clock passed Montcalm Landing, at which the steamer Vermont was moored, and anchored under the guns of old Fort Ticonderoga. The weather was very hot, and a swim was our first thought, as we had finally arrived in the beautiful clear water for which the lake is justly famous. Too much cannot be said about the cleanliness of Lake Champlain. After cruising in the waters about New York and other large cities it is a never-ending joy to swim in the pure water of this lake. It is possible to fill your water tanks almost anywhere above Crown Point, and the water is so clear that you can see your anchor in twenty-five feet of water. Later in the afternoon we went ashore and inspected in detail the fortifications and relics in the museum at Fort Ticonderoga.

By this time we were well established in the routine aboard and found of course that the work required to keep the boat in condition in fresh water is much less than that required in salt water. Brass work stayed bright all day, and the film of salt was noticeable by its absence.

August the fifth was Sunday and was ushered in by a hard rain and northeaster. It rained off and on all day, and we spent our time reading and visiting with Nomad. Janet, the youngest member of our crew, had a model sailboat aboard, and some time was spent in the afternoon pursuing it with the dinghy. As my sister and her husband were leaving us the next day, we took the dinghy and the outboard motor and ran over to Montcalm Landing to check up on train schedules. The day ended as it had begun with a hard rain.

This was the first day we had spent with six people aboard and the curtains down, and we were agreeably surprised at the amount of room available for six people on so small a boat. Rainy weather is certainly the real test of the comfort of the crew, particularly with children aboard. The excellent meals provided by the First Mate and our entirely adequate galley equipment helped toward keeping everyone good-natured in spite of the weather, and the portable Victrola did its share. I believe that either a Victrola or a radio is an essential part of the equipment of a cruising boat. I have had both aboard, and both have their advantages. The radio, however, is apt to be interfered with by static in rainy weather, which is the very time when it is needed most. It has, however, the big advantage of making it possible to get weather reports. Every cruiser should have a good barometer, and with a little study will soon be able to forecast his own weather, which after all is more satisfactory and gives a feeling of accomplishment which is missing if the radio is at hand to relieve the skipper of all responsibility regarding weather predictions.

August sixth proved to be a cloudy windless day. As our guests were leaving and others arriving, Nomad decided to run to Burlington while Argosy waited at Montcalm Landing. We therefore put our lines ashore at the steam boat dock at Montcalm Landing. We found that there was nothing there but a steamer dock and a station on the Delaware and Hudson Railroad. As we were getting low on supplies, it was necessary for the First Mate to take a taxicab up to Ticonderoga and bring back ice and a milk can with which we got water from a spring about a mile from the landing. As our guests left, we stayed at the dock in the rain the remainder of the day. It was necessary for us to lie off the end of the dock during the time the steamer Vermont discharged and took on passengers.

The weather the next day proved no better, but our friends, the Butlers, of Detroit, arrived at eleven o'clock and we took them for a short run, regardless of the weather. They left at five p.m. and we remained at the dock that night, combating some of the largest mosquitoes it has ever been my misfortune to see. Fortunately our cabins were well screened, so that when we exterminated those below we were able to sleep in peace.

August eighth dawned clear, with a south breeze. We tied Argosy across an angle of the dock and left her in charge of the station agent while we went over to Lake George with some friends who were there for the summer. This is a delightful trip and should be taken by anyone cruising in Lake Champlain. It is possible to reach Lake George either by automobile or by train from Montcalm. It is only a few minutes' ride, and connection may be made with the steamer which traverses the lake. It is certainly unfortunate that there is no way for the cruiser to get his own boat from one lake to the other, as the scenery at Lake George is beautiful beyond description, and the water the most startling blue. We returned aboard Argosy with the Davises and some of their friends and took them for a short run in the lake. We were back at the dock at 8.45 and snuggled down for the night.

We left Montcalm August ninth, and passed Crown Point where a bridge is being constructed across Lake Champlain. At the present time there is no way of crossing the lake between Rouses Point and Whitehall except by ferry. At noon we ran in to Westport for supplies. A very fine new yacht club has recently been finished at Westport and is an encouraging indication of the revival of yachting on Lake Champlain. The bay in which Westport is located is somewhat exposed, and we found it a bit uncomfortable at the dock. The lake begins to widen out at this point, and on this particular morning a nasty little chop was running. From Westport we proceeded north, with the high rocky shores visible on both sides, and passed Split Rock. From here on the lake is at its greatest width, although both shores are generally visible, except on hazy days. We arrived at the Lake Champlain Yacht Club at Burlington and found Nomad at anchor. The steward found us a berth at a dock, and at four o'clock we went ashore for supplies and a long drive through the city of Burlington and the points of interest in the surrounding country. Burlington is indeed a beautiful city, and the hospitality of the Burlington Yacht Club can not be exceeded anywhere. We remained at the yacht club throughout a calm but hot night.

The next morning the oil in the motor was changed. This is very easily done with the new Gray motors, as a sump pump is provided so that it is only necessary to slip a rubber hose over the tube through which the oil depth gauge protrudes and pump the old oil into a can. The whole operation of changing oil takes less than five minutes and makes absolutely no mess. After some experiences with other motors of trying to get it out with a grease gun through hand-hole plates or the reverse gear cover, this convenient arrangement was appreciated.

On leaving the yacht club, we sailed to Port Kent, crossing the widest part of Lake Champlain. From Port Kent it is possible to take a car to Ausable Chasm, which is one of the most beautiful scenic wonders of the country. The harbor at Port Kent is not very good, but we tied up back of an abandoned canal boat which is aground near the steamer pier.

From Port Kent we went to Valcour Island. This island offers one of the best anchorages on the lake. A point runs from the island in a westerly direction, on which is Valcour Light. There is a cove on each side of this point, one protected from everything but the north and the other one protected from everything but the south, so that it is always possible to find a good lee, or if it is necessary to shift anchorage in the night because of a change of wind, it is a simple matter to run around this point, guided by the lighthouse, and anchor in the other cove.

From Valcour Island we went through a railroad bridge into the gut and through a highway bridge into the eastern part of the lake, then south to Paradise Bay at South Hero Island. This little bay is formed by a rocky point on one hand and a low shore on the other, has a beautiful sandy bottom and a good beach. Swimming was followed by a good dinner and a sound night's sleep.

August eleventh was ushered in with a hard rain and a north-west wind which increased until our anchorage became too rough for comfort. We got our anchor on deck and got under way. It became so rough that we had to reduce speed to prevent swamping the dinghy, which we were towing. We then anchored in Pearl Bay, which proved to be one of the most beautiful anchorages on the entire lake. The water shoals grad-

(Continued on page 74)



A STANDARDIZED mahogany 27-foot, 115 h. p., 30 m. p. h. runabout for eight persons at a sensational price.

Designed by one of America's foremost designers. Manufactured by the largest builder of funeral cars and ambulances in the World in a wholly modern plant employing hundreds of skilled artisans and mechanics.

A special proposition for liveries.

*The Meteor Runabout will be shown at the
New York and Boston Motor Boat Shows.*

The Meteor Motor Car Co.

Piqua, Ohio, U. S. A.

INTERNATIONAL MOTOR BOATMEN MEET

(Continued from page 57)

France—Captain E. Massieu (Vice President of Union and member of Permanent Committee); Messieurs Ciontreau and Houet.

Sweden—Consul General Duhs (Vice President of Union and member of Permanent Committee).

U. S. A.—J. Lee Barrett, Paul Bernard (member of Permanent Committee).

REPORTS OF DELEGATES (SUMMARIZED)

Germany. Fifteen clubs now affiliated to the Deutscher Motor Yacht Verband. One new club affiliated this year. Membership of clubs increasing, together with number of boats. Outboard movement has made rapid strides, and German national authority are encouraging the manufacture of outboard engines in Germany. Successful international meeting held at Potsdam in June with entries from France, United States and Great Britain. National authority specially welcomed visit of Captain Massieu representing France, and Mr. Bray representing Great Britain. Successful cruise in conjunction with Dutch national authority held during season from Germany to Amsterdam.

Argentina. Practically all racing confined to outboards. Engines mostly of C class and of American manufacture. 287 boats, apart from outboards, registered. National authority, i.e., the Yacht Club of the Argentine, now has membership of 1,310, and held seven meetings during the current year.

Belgium. Nine clubs now affiliated to the Federation du Yachting Belge. Several cruiser races held during season under Swedish formula, including Belgian Championship. The North Sea Cup, previously held by Great Britain (Tom Thornycroft) had been revived and won by Consul Bancks' cruiser, Rapid IV. Great disappointment expressed at no British entries. Outboard movement advanced considerably, and during year 32 outboards had been registered, 29 being of racing class. Successful outboard regatta held near Ostend, Great Britain winning many of the events. Belgian outboard competed at Seine meeting and was successful in winning two first prizes.

United States. Lee Barrett reported there were now over one million boats in the United States; over 750 clubs were affiliated with the national authority, and over 150,000 outboards were in use. Increased progress of motor boating in America, especially outboards. Detroit Regatta a great success. The American public had received with considerable pleasure the visit of Miss Carstairs as a British entrant for the British International Trophy, in addition to the British International Delegate. The most successful long distance cruiser race held during summer from Washington to Alaska, a distance of 1,040 miles. Ten cruisers started and all finished. Time taken for the trip, 5½ days.

France. Captain Massieu, the French Delegate, proposed a vote of thanks to Miss Carstairs for her effort this year in endeavoring to bring back the British International Trophy to Europe. This was passed unanimously. Seine International meeting a success with entrants from Belgium and Germany, but none from Britain. French motor boating champions competed at Berlin and Lake Como meetings. Space at forthcoming Salon Nautique of 9,000 meters had all been allocated, and the Grand Palais was not large enough.

Italy. During the season successful meetings had been held on Lake Como, Fiume and Trieste. A grand international meeting is to be held approximately September 7 to 15 next at Venice with races for 12-liter class, class C outboards and cruisers. Prizes will include King of Italy's Prize, Grand Trophy of Venice, value 20,000 lire, and Coupe Mussolini. Other prizes for surf riding, etc. Further international meeting on Lake Como September 19 to 26.

Holland. Ten cruises have been arranged during season. The national authority had produced special handbook for cruising in Holland. National authority had welcomed visit from German sportsmen to Amsterdam at termination of their cruise. Larger demand for cruisers in Holland with reduced demand for speed boats. Larger demand for cheap boats of outboard type. Five races held during season for B and C class outboards. Three heats run in each race. Prizes awarded on point system. Membership of clubs increased from 203 to 240 and motor boats from 189 to 220.

Sweden. Two Swedish firms, Penta and Archimedes, had commenced building racing outboard engines. Several Swedish firms had standardized outboard hulls so that it is now possible to purchase a standard 25-knot outboard with equipment complete for about \$500. Big meeting held at Stockholm beginning of summer with four outboard races. Further races held from Tralleborg to Kiel. Two Swedish boats competed in North Sea Cup terminating at Ostend, one of which won the trophy. Swedish national authority were conferring with outboard manufacturers in an endeavor to arrive at an effective standard silencer. There are now 30 clubs in Sweden with a total mem-

bership of 5,600, while the number of motor boats, cruisers and small type in use is now 2,700.

Great Britain. During the past year further advance in motor boating, especially outboards. Five new clubs now affiliated to M. M. A. making a total of 11 affiliated clubs. Increase in total membership of clubs. New Committee, i. e. P. I. R. C. formed during the year, consisting of two members from each affiliated club with Lord Curzon as Chairman. This Committee to run international and national events only. Two new trophies scheduled for competition during the year. (1) Duchess of York's Outboard Trophy for Class C motors. (2) Motor Boat Outboard Trophy for Class B Motors. In addition, British delegates announced presentation of new international outboard trophy, value over 250 Guineas, presented by H. Harmsworth for Class D outboards. This will be open for competition in every affiliated country during the season.

The first long distance race for outboards held on Thames by Sussex Motor Yacht Club. Also first 50 mile open sea race held in Great Britain by same Club. Great success of Duchess of York's Outboard Trophy held under auspices of P. I. R. C. by British Motor Boat Club at Welsh Harp, Hendon. During the year British International Delegate had visited Berlin Meeting and Detroit Meeting. Application had been made by P. I. R. C. to hold a great international meeting on Thames in June next year. D. O. Y. T. will be run at this meeting and probably other national outboard trophies. British National Authority desirous of encouraging competition between all countries affiliated to the I. M. Y. U. N. A. gratefully acknowledge cash contribution from the trade, i. e. the Society of Motor Manufacturers and Traders, Ltd. Part of this contribution was devoted to affiliated clubs. Emphasis was laid on this practical assistance given by a Trade Society as most beneficial to the sport in this country. During the season assistance had been given by the International Delegate and Secretary of the Association to the Motor Yacht Club of Ireland with regard to its affiliation to the I. M. Y. U. British International Trophy. Miss Carstairs represented Great Britain as challenger for this year's B. I. T. and her visit created a most favorable impression in the United States, where it was considered that it still further cemented the relationship in international sport between the two countries. Miss Carstairs has signified her intention of challenging for next year's contest, with probably another British challenger.

Racing Rules. Proposal of France to determine the status of an amateur was not pursued. On the proposal of Dr. Etchegoin it was agreed that when an amateur entered two boats in a race, provided he as an owner drove one of the boats, a mechanic in his employ, not being a member of a recognized club, would be eligible to drive the second boat.

Germany proposed an alteration to Rule 2, stipulating that every vessel entered for a race must be the bona fide property of the person in whose name she is entered and that the person must be a member of a club recognized by the N. A. This is already an M. M. A. Rule).

They also proposed that general Rule No. 1 should be altered to provide that only a Motor Boat or Motor Yacht Club can be affiliated to the National Authority. When, however, a National Authority are satisfied that in any yachting or other club there is a section confined to motor boating, the Club will be eligible for affiliation. Both proposals were carried. Germany proposed under Rule 4 that the entry form should if possible stipulate name and club of the driver, and when the owner does not drive the boat, the name of the driver should be printed in the program. Under Rule 4 the program should also include name and club of driver. Unanimously agreed. Germany proposed under Rule 7 that when a race is postponed by the Racing Committee, there is no necessity as at present to allow a lapse of half an hour before the race can be re-run. Under the new rule the race can be re-run immediately after the postponement, providing the usual formalities with regard to starting guns and signals, etc., are complied with. Agreed unanimously.

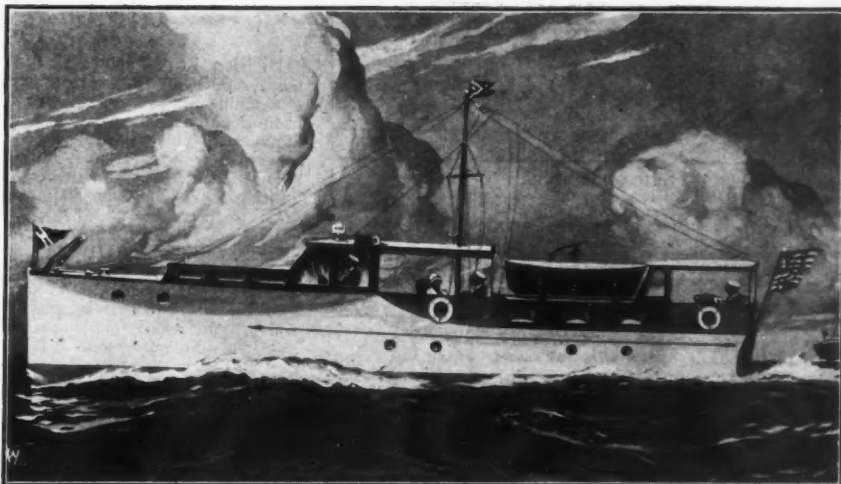
Germany proposed an alteration of Rule 19 whereby the Racing Committee may now stipulate that a boat may only be steered by a member of a recognized club. A further proposal to the effect that a boat may not be steered by a person directly interested in the motor or motor boat trade was defeated.

Rule 39. The first paragraph of this rule, whereby it is now compulsory for a protest flag to be flown when making a protest, is deleted, and it is now possible to make a protest provided it is written and handed in to the Racing Committee immediately after the race. This was carried unanimously.

Outboards' Silencers. The question of silencers for racing and attacks on records was again fully discussed. Last year at

(Continued on page 128)

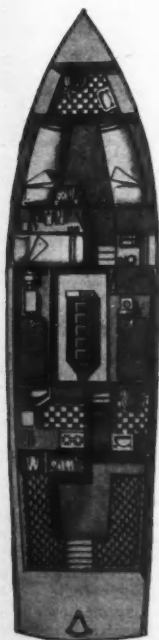
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Fuel cost per gallon	-	6c
Total fuel cost	-	\$5.22
Cost per hour	-	43½ c
Cost per mile	-	3½ c
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Average speed	-	12.3 miles per hour

Compare these cost figures with any other form of power.

But a Humphreys gives you something more

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Draft	-	3'
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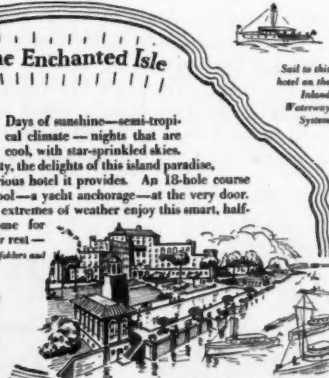
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ABBOTT HOTELS CORPORATION

The Amateur Question

(Continued from page 20)

Division I. A driver shall race in Division I until under the A. P. B. A. method of scoring he shall have accumulated by winning first, second or third place a total score of 1,122 points or more. (This figure represents two seconds and a first as a minimum. This allows four combinations of three events, but otherwise requires at least four.)

Division II. When a driver has scored the number of points limiting Division I he automatically enters Division II, and remains there.

Division III. After a driver has been qualified for a year or more as in Division II and provided he has taken part in at least one sanctioned event he may enter Division III without losing his standing in Division II. Where a class is divided by the removal of certain restrictions—as in the outboard classes where a division is made for motors without qualification other than piston displacement (as authorized at the annual meeting in 1927) only Division III drivers shall take part in such unrestricted events.

No specific virtue is claimed for the exact limits indicated in these suggestions. I offer them merely as a method of meeting the needs of the situation.

In order to emphasize the individual as opposed to the trade basis it is further suggested that:

1. Boats should not be allowed to register or race with a name that has a trade connotation.

2. All awards should be made to the drivers as individuals.

The first of these two points is self explanatory. As to the second, if an individual not in the trade owns a fleet of boats and is awarded all the prizes his boats win we build up a mental hazard which has the appearance of unfair competition. If under similar circumstances a trade connection is involved we build up an undesirable trade significance. If the award is to the driver we not only emphasize personal ability rather than equipment but we reduce the likelihood of and reason for drivers of doubtful standing.

Summing up I believe that the classification of all drivers as amateur, and the further division according to the driver's actual experience removes any motive a driver might have in racing in any class other than that in which he belongs, while at the same time it gives each type of driver the type of competition and the amount of protection that he desires. Our definition of amateur is in accord with the common use of the word, and our authorization of it gives our drivers all the protection we are able to give them in other fields.



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An express cruiser which was built during the past summer for Ernest DuPont, Commodore of the Corinthian Yacht Club of Philadelphia is an unusual craft. She was designed by A. S. Reed, Jr., and built by the Marine Construction Company of Wilmington. She has a length of 39 feet and is powered with two 200 h. p. Hall Scott engines which give her a speed of 35 miles. The hull is of mahogany with decks and trunk cabin of teak. There is a forward cockpit, a bridge deck, and a large cockpit aft which together with the usual interior accommodations give her an abundance of room for a boat of this size.

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JANUARY, 1929



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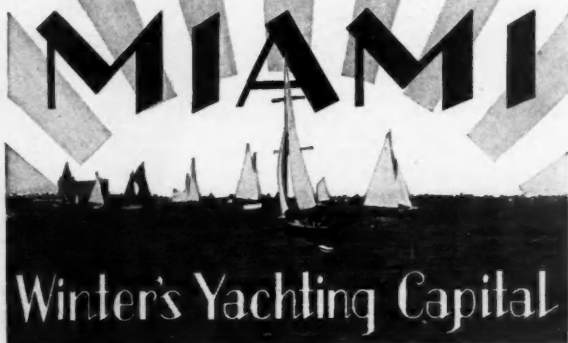
Miami—rendezvous of Young America—pleasure's winter capital—haven of rest and recuperation—world's greatest winter resort. What a scene it now presents! Youth—on the courses, courts and beaches—in the surf—at the races—dancing under waving palms—in speed craft churning sparkling sapphire waters of Biscayne Bay and the Atlantic into surging foam—this is winter in America's tropics—under summer skies. Those whose longer useful lives have earned a respite from the grind, come here for their "second wind"—to gain new health—new strength—recreation—through the magic of warming rays from a tropic sun—of salt laden breezes from southern seas—the witchery of modern moonlight nights—for here is America's Riviera—"Modern Fountain of Youth."

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Round About Lake Champlain

(Continued from page 68)

ually to a wooded shore and beach and is unbelievably clear. The hotel on the point furnishes a source of supplies and a meal ashore if desired. At four o'clock the weather cleared and all hands went swimming.

Sunday, August twelfth, we got under way for Plattsburg. We went through the gut again and arrived at Plattsburg to find that the attendant at the gasoline dock was away for the first Sunday in many years. Commodore Lane of Nomad looked up a Standard Oil tank wagon and an iceman, and we finally got our supplies. We then ran over to Providence Island, anchoring south of Phelps Point, where we had a swim at a wonderful sand beach that cannot be excelled even by Martha's Vineyard. As we were fully exposed to the south and the weather gave indications of southerly winds, we decided to move our anchorage, and started to anchor in a beautiful cove at Stave Island. Before our hook was down, we were invited by the owner of the island to use his dock. This island of some 85 acres is one of the most beautiful in Lake Champlain. It is very high, and a look-out tower from its highest point commands a wonderful view of the lake. Tied up as we were to the combined dock and breakwater, we had perfect protection and spent a quiet and restful night.

The next morning some yellow perch, caught from the dock, added much to our breakfast. We left Stave Island with regret, for the Burlington Yacht Club, where we secured supplies and laundry which we had left on our first stop. Much to our regret, Nomad got under way at four o'clock for home, and at five we left for Valcour Island anchoring north of the lighthouse for the night. We went ashore and succeeded in getting some nightwalkers for fish bait. The weather was extremely warm, and we spent a quiet and entirely satisfactory night.

As we felt quite leisurely we did not get under way the following morning until late and proceeded to Rouses Point. The upper part of the lake is not particularly interesting, as the surrounding country becomes low and the Adirondack and Green Mountains disappear. However, we would advise anyone who makes this cruise to see the entire lake. We put our lines ashore at Marne's dock, with the thermometer indicating 100 degrees in the shade. After taking on gasoline and supplies, we explored the town, and went to the customs house to get our clearance for Canada. We were informed this was not necessary, but it did simplify our entering customs on our return. During the evening the customs officer in charge of the patrol boats on the lake came aboard to see that we had required equipment, and we spent a very interesting hour listening to his yarns of smuggling. The coast guard does not patrol the lake, this work being done by a fleet of fast runabouts in the command of a customs inspector. Very little contraband appears to get into the United States over the border at this point.

While lying at Marne's dock a cruiser landed, literally covered with small boys. We found that they were from Kamp Kill Kare and that their councilors had taken them up the Richelieu River to St. Johns, and from there on the train to Montreal. We were much amused watching the boys as they were fed huge quantities of sandwiches and a large supply of milk from town. They in turn were much amused a few minutes later when the Skipper succeeded in upsetting all of Argosy's luncheon on the cockpit floor. Argosy is equipped with a drop-leaf table, and in endeavoring to tighten the turnbuckle which holds it to the deck we succeeded in dropping one of the leaves, which resulted in a mad scramble to save butter, tomatoes, and other food from the scuppers. All of this was hugely enjoyed by the youngsters. We got acquainted with two Dartmouth College men who were acting as councilors and received a cordial invitation to visit the camp, which we did at a later date.

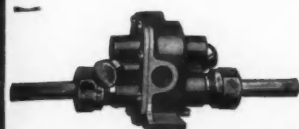
August fifteenth we filled our tanks, took ice aboard and got under way from Rouses Point. Before passing through the bridge across the entrance to the Richelieu River we saw a Canadian barge, schooner-rigged, towing another barge which carried a single sail cut like the mainsail of a sloop, but with her mast stepped amidships. These curious vessels were making a speed of at least one mile an hour. We were glad to get through the draw ahead of them, as they completely filled it and seemed to be barely moving.

We passed old Fort Montgomery, a structure built in the early days of our country and never occupied. It was known as Fort Blunder as it was built across the Canadian border through a mistake in survey. The border was afterwards moved to include the old fort in United States territory.

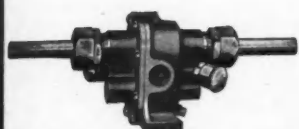
We crossed the Canadian line and cruised the winding channel of the Richelieu River. This channel is quite crooked,

(Continued on page 76)

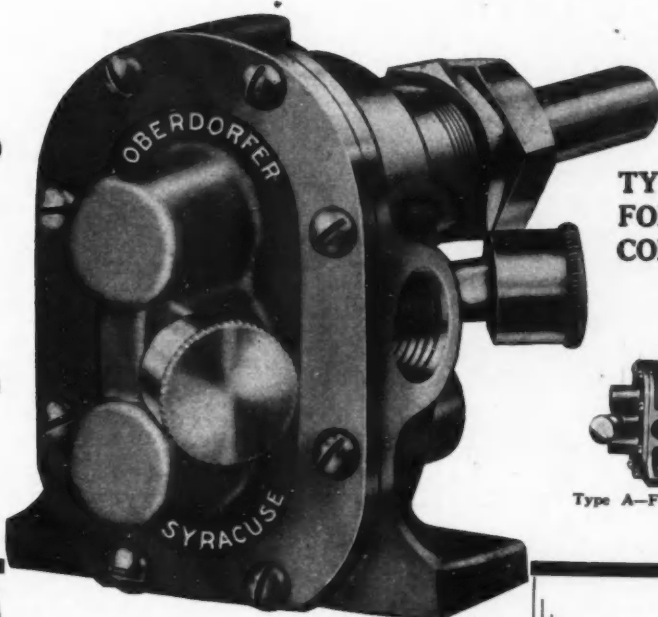
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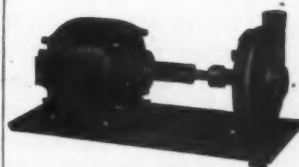
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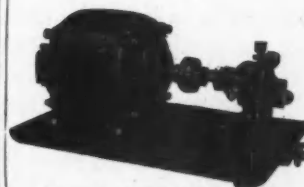
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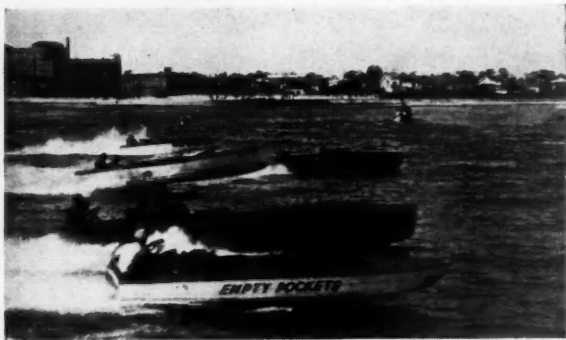


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Round About Lake Champlain

(Continued from page 74)

there are many shoals and much marshy ground on either side of it, but with the assistance of our Canadian chart we had no difficulty, as the channel is well buoyed, with ranges at important points.

About noon we made fast to the dock at the St. Johns Yacht Club. The farther north we got, the hotter it became. The temperature was 102 in the shade when we reached St. Johns. After luncheon we went to the customs house and entered Argosy, getting the necessary permit to remain and cruise in Canada. After it became slightly cooler we walked about this very interesting little city. Like most of Quebec, French is the language of most of its inhabitants, and we had the feeling that we were far from the North American continent. Street signs are printed in both French and English, as are railroad timetables and every other sort of public sign and document. We spent a quiet but hot night and were much entertained during the evening by the very fine exhibition of swimming given by the youngsters about the yacht club. One girl accomplished the seemingly impossible feat of swimming with both chewing gum and a cigarette in her mouth at the same time.

The next morning we left Argosy in care of the steward and took the train for Montreal. We spent the day sightseeing and trying to keep cool, as the thermometer registered 96. We were somewhat disappointed in Montreal in the summer time as the soft coal smoke made it appear very dingy. The children were much interested in a ride in a sightseeing street car which was built with terraced seats facing forward and grotesquely ornamented with gilt railings and much bright paint work. A cab took us to the docks, where we were interested in ocean shipping so far inland. By evening we were back at St. Johns and very glad indeed to get aboard after a hot, dirty trip.

On August seventeenth we did not get under way until after ten, and arrived at Rouses Point without incident at one o'clock. A strong southwest wind was coming up the lake, and we were glad to get in the lee of the dock. A seaplane was taking passengers for short rides, and most of the town was on the waterfront. We got luncheon ashore and reported to the customs house and immigration inspector and received our clearance without delay. We found these people most courteous and pleasant to deal with.

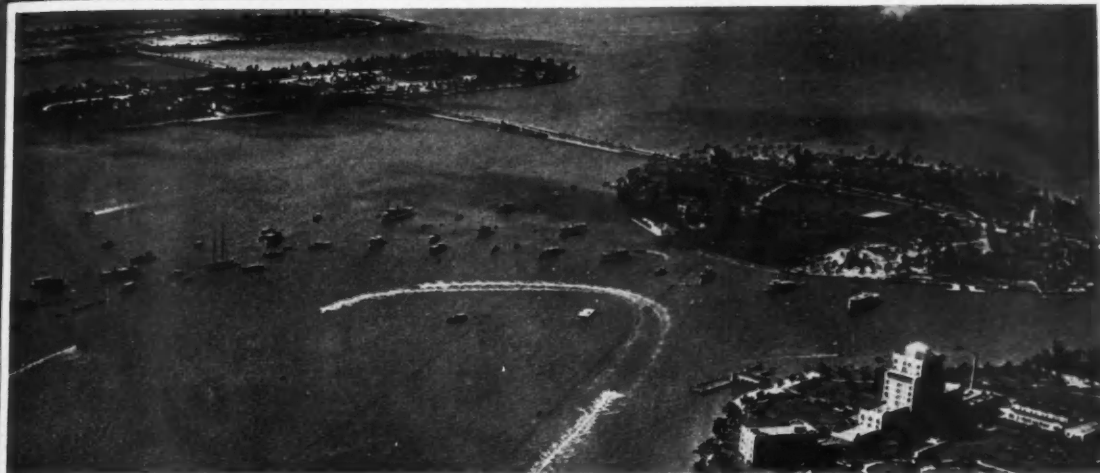
By mid afternoon we got under way from Rouses Point in a strong southwest breeze and a short vicious sea, and soon blew for the drawbridge near Pelot Point. It was quite evident that getting through this draw was going to be a ticklish matter with the wind on our quarter and a very nasty sea breaking irregularly and looking quite vicious against the railroad fill ballasted with huge blocks of Vermont marble. After some delay the bridge started to open. As it was hand-operated, progress was rather slow. When the bridge was about halfway open we started for the draw, and just as we passed the guard piling the bridge stuck. We were certainly in a tight place, as the wind and sea were carrying us forward, and there was no room to maneuver between the bridge structure and the railroad fill. The direction and force of the wind and the narrowness of the channel made it practically impossible to come about, but the ability of the motor to develop almost full power in reverse saved the situation. By alternately reversing and going ahead, Argosy was finally brought about, although each change in direction brought her within a few inches of either the bridge pier or the railroad abutment. We finally headed away from the bridge and stood off and on until the bridge tenders were able to swing the draw. The pressure of the wind against it was so great that it was only between puffs that they could make any progress. Without an adequate reverse gear we certainly would have been in serious trouble.

We anchored for the evening in Pelot Bay which is a long narrow shallow body of water. In spite of the fact that we were only a few hundred yards from shore, the wind was very strong, and while no sea could make up, we were swinging uncomfortably. As the wind continued to increase, we left our anchor and anchored in Carey Bay close under the railroad fill, where we spent a comfortable night.

August eighteenth was cloudy and calm. We purchased some bait and a large pickerel from some small boys and endeavored to catch some fish which were feeding all around us. The natural food, however, was so plentiful that they were not in the least interested in bait. We went through Alburg Passage, Butler Island Passage, and anchored north of Hathaway Point in St. Albans Bay. From the appearance of docks and cottages this bay had evidently at one time been very popular, but with a few exceptions the docks and shore line presented a run-down and unattractive appearance. At sunset there was a flat calm and every indication of a peaceful night, but un-

(Continued on page 80)

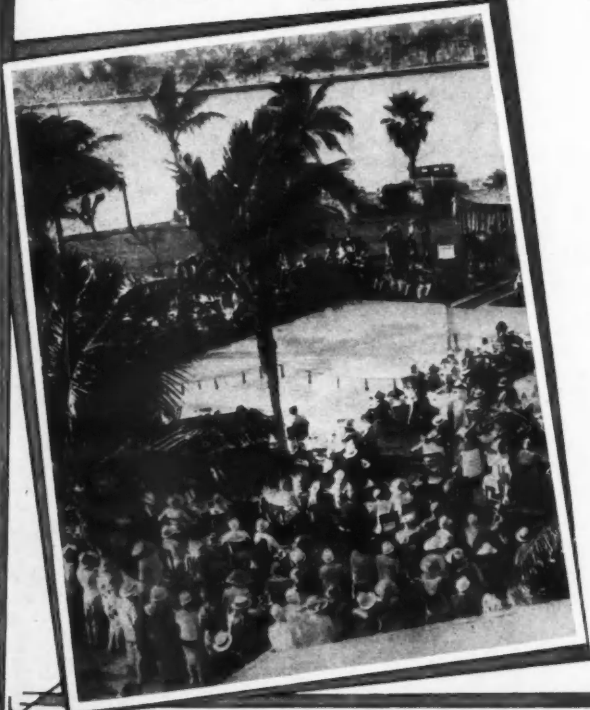
JANUARY, 1929



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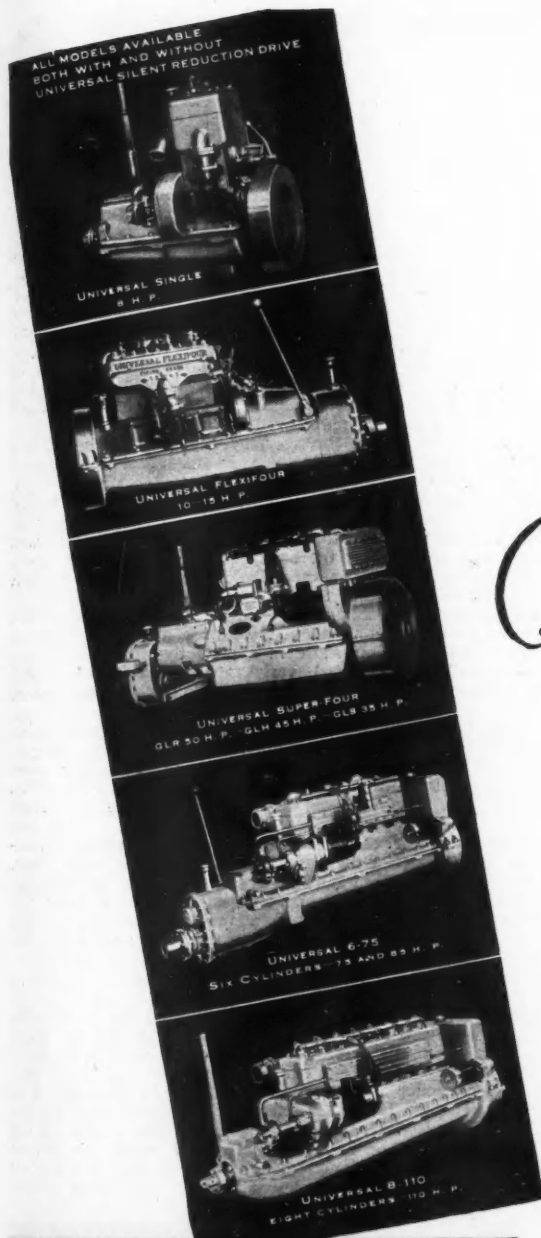


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- the Robert Bosch Super-Energy Magneto is absolutely waterproof
- its bearings are packed in permanent lubricating grease, which makes lubrication of ball bearings unnecessary
- its construction is absolutely dirtproof
- its distributor plate design makes it impossible for water to reach the high tension terminals
- it requires no cable terminals
- it has laminated pole shoes instead of cast iron pole shoes... an important factor in the super-energy produced by this magneto.

Add to these practical advantages the reputation for dependability which all Robert Bosch products enjoy. Then you'll know why the Super-Energy Magneto is now preferred on all reputable waterways.

We have a booklet, "Ignition Briefly Described" containing information which is vitally interesting to all boat owners. We'll be glad to send you a copy.

ROBERT BOSCH MAGNETO CO., Inc.
3603-C Queens Blvd., Long Island City, New York

All Original-Bosch Super-Energy Magnetos are marked with the full name "Robert Bosch" and the trademark shown below.

TRADE
MARK



ROBERT
BOSCH A. G.

Round About Lake Champlain

(Continued from page 76)

fortunately the wind in Lake Champlain has a habit of changing direction quite suddenly, and by 10 o'clock a good stiff northwester was blowing, and we found ourselves anchored on a lee shore with very poor holding ground in weeds. It was one of the blackest nights ever seen, and we were totally unfamiliar with St. Albans Bay. No lights were visible, and there is one island and a shoal in the bay, to say nothing of the danger of running on the beach. We got under way, however, with the dinghy in tow, and ran on a compass course to the head of the bay at about one-quarter speed. When the wind began to drop we believed we must be approaching the shore and soundings were commenced. We finally anchored in twelve feet of water, with only a very vague idea as to our location. As we were not used to towing the dinghy, it always being carried aboard on the davits, it was forgotten, and the line promptly wound itself about the propeller when we reversed to back in the anchor. Fortunately it was noticed immediately and cleared with little difficulty and no damage. By eleven o'clock we were safely anchored for the night.

Except on the course traversed by the steamers we found Lake Champlain inadequately buoyed and lighted, and even in clear bright weather found it necessary to use the lead very frequently. Much of the charm of cruising in the lake is due to the large number of rocky coves and inlets which may be explored. It is necessary to use the lead very thoroughly when entering any of these, as the sailing directions are very brief, and the charts are not as carefully revised as those the salt water sailor is accustomed to use.

The following morning we looked out with interest to see our exact location and found that we were at the head of the bay about 500 yards off shore in a perfectly safe location, although shoaling commenced very rapidly within about 400 yards of the shore line. Had we come in without the use of the lead, we would surely have gone aground.

We got under way and anchored south of Hathaway Point, as the wind was still from the northwest. Janet, the youngest member of the crew, and the Skipper rode to Kamp Kill Kare, just south of Hathaway Point, and called on the councilors, Mr. Pratt and Mr. Foster, whom we had met with the boys from the camp at Rouses Point. We came back aboard after a visit with them, and later Mr. Pratt rode over with an urgent invitation that we visit the camp and have supper with them. As we had just finished our dinner we were not ready to go just then. We were much interested in the boys and the fine facilities for their care and had a very interesting afternoon and an excellent supper. At dusk we took a number of the camp staff for a short run, and at nine o'clock we once more had anchored southwest of Hathaway Point, where we visited with our guests until late.

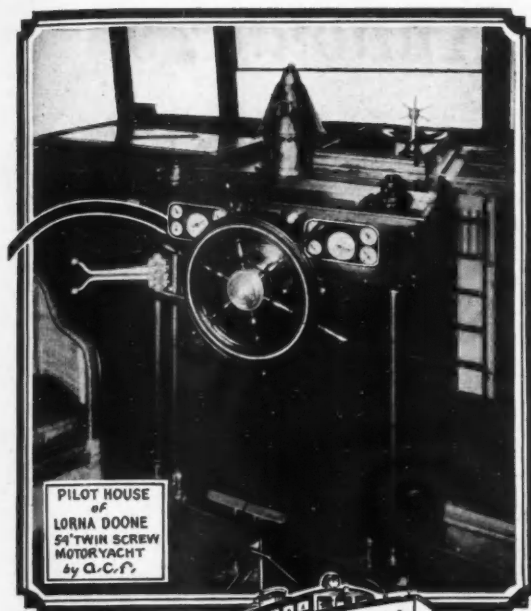
Early the next morning the weather played us its favorite trick, the wind shifting from northwest to south and beginning to blow a good stiff breeze. A bad shoal extends easterly from Hathaway Point marked by a very small black spar buoy, beyond which is an unlighted island. As the night was very dark it would have been exceedingly difficult to avoid this shoal, and the island or the shoals east of the island, so we broke out our anchor and ran farther off shore for deeper water, so that we could get good holding ground and remain a reasonable distance off the beach in case our anchor should drag.

In the morning we went fishing, or perhaps we should say worm drowning, as the fish seemed to be elsewhere and would not respond to our efforts in any way. August is apparently a poor month for fishing in the lake; there seemed to be so much natural food that the fish insisted on ignoring our bait. We left during the afternoon much to the disgust of Betty and Janet, who would have enjoyed spending an indefinite amount of time at Kamp Kill Kare. It certainly was a delightful place, and from Mr. Perry, the director, down to the youngest camper, everyone had shown us most delightful hospitality.

We cruised about Savage Island, by Camp Watson, and then laid a course between Fish Bladder and Gull Islands for Keeler Bay. We cruised around Keeler Bay, but saw nothing of note, and anchored once more at Pearl Bay. This was our second visit to this beautiful spot, and it seemed more delightful than ever. The evening was perfectly calm, and a beautiful new moon added its share to the splendor of the scene.

We were awakened by the plunging and swinging of Argosy and got on deck to find a stiff south breeze blowing. A glance at the shore indicated that we were not dragging, so we turned in once more. At three the wind was whistling through the open ports at such a rate that we were once more awakened. Dressing hurriedly we went on deck and found half a gale

(Continued on page 84)



PILOT HOUSE
OF
LORNA DOONE
54' TWIN SCREW
MOTOR YACHT
by A.C.F.

*-by the company
they keep-*

RELIANCE PANELS and TACHOMETERS

Reliance Panels may be judged by the company they keep. Designers and builders of fine boats have consistently shown their preference for the Reliance line.

The guarantee that goes with every Reliance Tachometer protects not only the builder but also his sales distributor and the ultimate boat owner as well.

Write for Booklet No. 9

BARBOUR STOCKWELL CO.
Cambridge - Mass.

RELIANCE panels are found
on the larger boats by:-

A.C.F.
CONSOLIDATED
Elco
GAR-WOOD
Hackercraft

SEA-LEON
SEA-LED

and on engines by:-

BESSEMER

Buffalo

HALL-SCOTT

PEERLESS

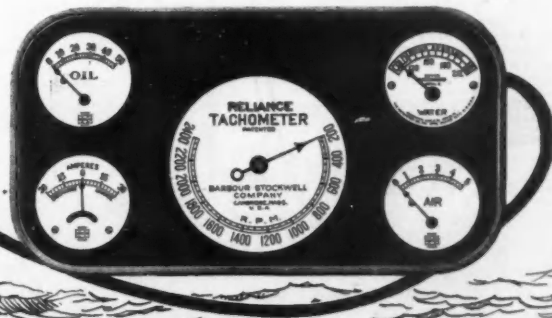
EXTRA
STEARNS
RESERVE

STERLING

VAN BLERCK

WINTON

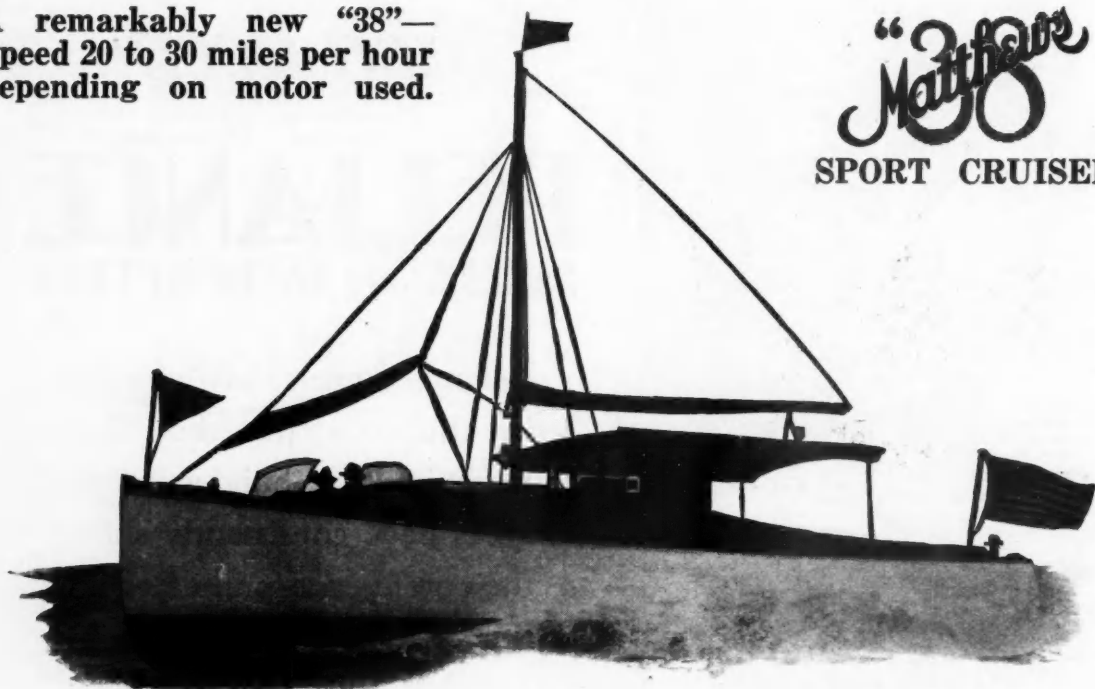
WRIGHT



MATTHEWS Announces

A remarkably new "38"—
Speed 20 to 30 miles per hour
depending on motor used.

"Matthews"
SPORT CRUISER

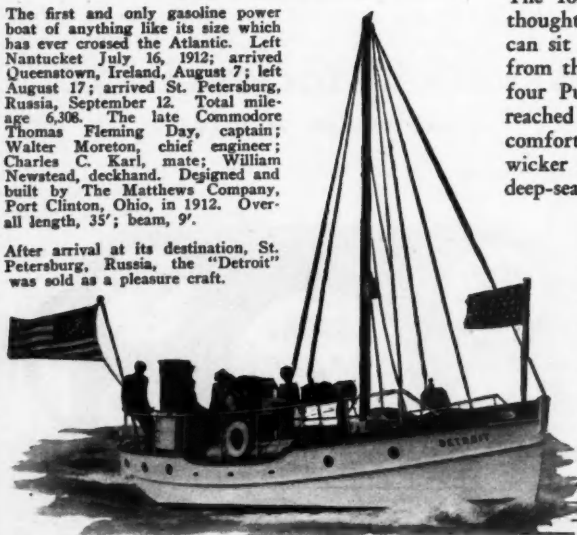


*A lineal descendant of the famous "DETROIT"—Matthews built and designed
the first and only gasoline power boat of its size to cross the Atlantic.*

The "DETROIT"

The first and only gasoline power boat of anything like its size which has ever crossed the Atlantic. Left Nantucket July 16, 1912; arrived Queenstown, Ireland, August 7; left August 17; arrived St. Petersburg, Russia, September 12. Total mileage 6,306. The late Commodore Thomas Fleming Day, captain; Walter Moreton, chief engineer; Charles C. Karl, mate; William Newstead, deckhand. Designed and built by The Matthews Company, Port Clinton, Ohio, in 1912. Overall length, 35'; beam, 9'.

After arrival at its destination, St. Petersburg, Russia, the "Detroit" was sold as a pleasure craft.



Not only a new boat—but a new type of a boat—a cruiser of traditional Matthews staunch and seaworthy qualities—almost incredible roominess—luxury of appointments—and speed that out-thrills anything heretofore known in cruiser performance.

The forward cockpit gives a clue to the radically new designing thought embodied in this new Sport Cruiser—a cockpit where four can sit in comfort, with windshield protection—and easily accessible from the cabin. The cabin itself carries full cruising conveniences—four Pullman berths—complete galley and toilet—a host of easily-reached lockers and storage space—everything for luxurious cruising comfort. And then the big after cockpit with space for ten or twelve wicker chairs—in comfort—or with all the room in the world for deep-sea fishing, for which this job is wonderfully adapted—a smart, "gamey" boat in every way, with perfect beauty of line and finish, rugged strength in all weathers—and speed that has never before been thought of in a boat of this type—18 to 20 miles per hour with the standard 150 h.p. Kermath motor—up to 28 and 30 miles per hour depending up the engine installed. Write for literature fully describing this newest member of the Famous Family Matthews "38"—The Sport Cruiser—A worthy descendant of Matthews-built "Detroit" of historic fame.

THE MATTHEWS COMPANY, PORT CLINTON, OHIO

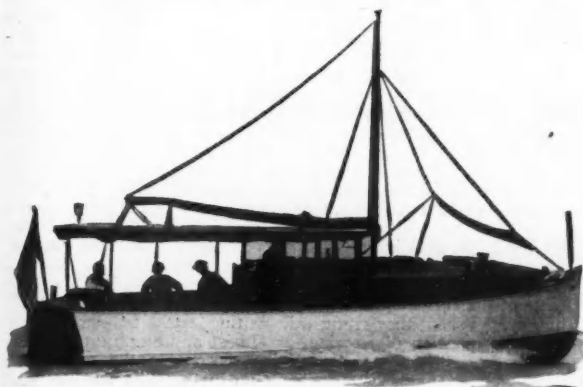
Designers and Builders of Boats of Distinction—Since 1890

See The Matthews Company exhibit at the New York Show, Spaces A1 and A2, just inside main entrance, at left.

MATTHEWS CRUISERS

for 1929

—the culmination of 38 years of leadership in the cruiser field—exhibiting the results of master cruiser building in the perfecting of boats of radically improved design—smarter, livelier action—increased speed—new, luxurious refinements—and value heretofore unknown!



"38"
Matthews

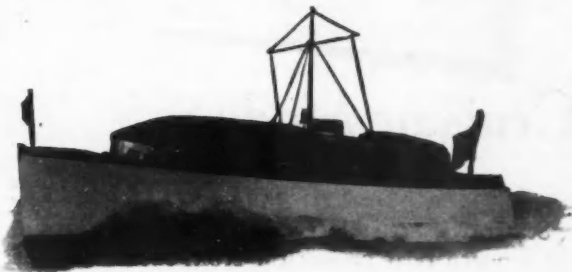
SINGLE-CABIN CRUISER

The new high standard of smartness, speed and comfort typical of the famous Family Matthews "38" for 1929, is exemplified in the Single-Cabin Cruiser. For all-around cruising satisfaction this boat has long been a favorite. The 1929 model reveals increased roominess; new thoughtfulness in arrangement. Individual sleeping accommodations for six—complete toilet and galley—mahogany dresser, full-length clothes closet and mahogany buffet. Powered by 125 h.p. Kermath engine as standard equipment, delivering 15 to 17 miles per hour. In every way—the most for the money in this useful type of cruiser!

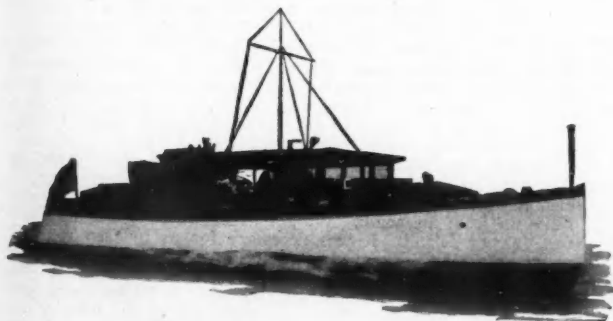
MATTHEWS

SPEED CRUISER

A sensation from the start—a revolutionary type of cruiser. A trim and racy 32' boat with all the sturdy Matthews staunchness—and speed of 22 to 25 miles per hour, with Kermath 150 h.p. motor as standard power unit. Extraordinary accommodations. Roomy space for ten on day cruises. Pullman berth accommodations for four. Complete toilet, galley, wardrobe, buffet, etc. The most talked-of and widely-copied cruiser of the day!



The outstanding cruiser of its type and class. Still further improvements and refinements allowing more room and more speed in this beautiful yacht-like cruiser. The ideal cruiser for the owner who wants maximum accommodations for himself and guests—and with crew's quarters for use if occasion requires. More room—speed of 16 to 18 miles—much more boat for the money—than ever before!



THE MATTHEWS COMPANY, PORT CLINTON, OHIO

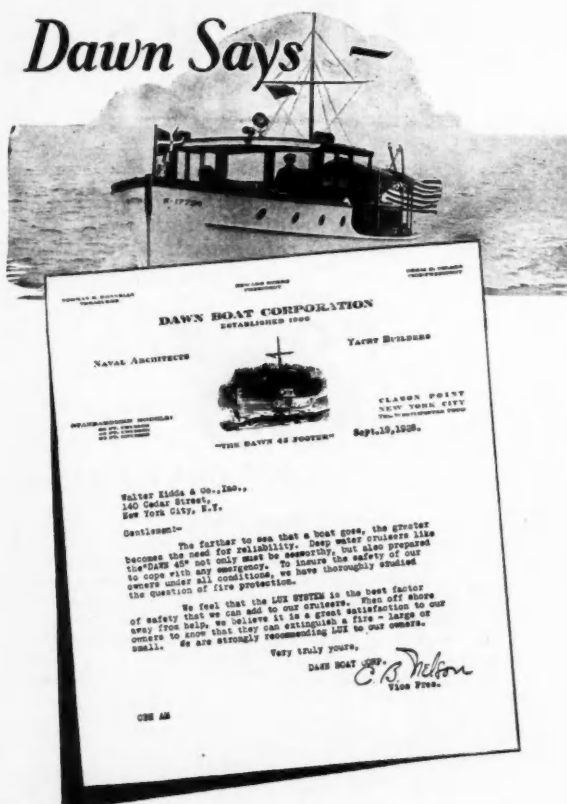
Designers and Builders of Boats of Distinction—Since 1890

SALES AND SERVICE—Belle Isle Boat and Engine Co., 9662 E. Jefferson Ave., Detroit, Mich. Bruns, Kimball & Co., Cor. 5th Ave. and 15th St., New York City. Wm. V. Masson, 421 Munsey Bldg., Baltimore, Md. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston. Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland. Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill. R. Sealy, Commerce Bldg., Galveston, Texas. Robert V. Staats, Inc., 3000 Wilshire Blvd., Los Angeles. J. A. Scarlett, 436 East 2nd St., Cincinnati, Ohio.

See these Matthews Cruisers at the New York Show Spaces A1 and A2, just inside main entrance, at left.

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

Dawn Says



Cruising Made Safe from Fire

Seaworthy, reliable and with Lux protection, the modern boat cruises far from shore without danger—least of all from fire.

On board her, even the thought of fire is banished, for her owner knows that service performance has proved the dependability of Lux protection.

Lux Systems—like his—have extinguished over 100 fires on boats. Systems—like his—are used on 650 Navy and Coast Guard craft as well as 450 yachts. Furthermore, his system is approved by the Underwriters' Laboratories.

Play safe and install the Lux System. Its record is your best guarantee for safety from fire.

All the larger boat yards are dealers.
Walter Kidde & Company, Inc.
140 Cedar Street
New York

LUX

Underwriters' Labeled Yacht
Fire Extinguishing System

Round About Lake Champlain

(Continued from page 80)

blowing from the south straight in to our little harbor. As it would soon be daylight we decided not to shift our anchorage unless forced to, so we paid out cable and turned on the gas-oline, went below for more clothing and a blanket and stood an anchor watch until 4.30, when the sky began to lighten up and the shore became visible. With the approach of sunrise the wind began to drop, so we turned in, hoping to find an improvement in the weather after sunrise. At 7.30 we were once more awakened to find the wind blowing harder than ever and our anchor cable as straight as a bar of iron. As it was decidedly uncomfortable, and the prospects for the cessation of the wind seemed very poor, we decided to move. We had a rather sketchy breakfast and got under way for Keeler Bay, which seemed to afford the nearest protection. It was so rough that it seemed inadvisable to undertake the task of getting the dinghy aboard, so with it in tow we got under way, running very slowly to prevent its swamping. We anchored in the southeast cove of Keeler Bay. The wind continued to blow harder than ever and worked around into the south-southwest, until by three o'clock it was blowing a full gale. We were only a few hundred feet off the beach, which unfortunately afforded comparatively no shelter from the wind. It was astonishing to see the size of the waves which made up in such a short distance. We were swinging rather uncomfortably, as the wind was puffy, and it was necessary to parcel the cable with some old canvas to prevent it chafing against the chock in the bow. Mrs. Richards and Janet decided that they needed some exercise, so they were rowed ashore, not without difficulty, as the wind was quite a factor in handling the dinghy. When they returned, getting back to Argosy was merely a question of steering, as almost any craft automatically became a sailboat as soon as it was put in the water. At eight o'clock clouds began to bank up in the west and the wind continued high. At nine, however, the wind dropped as suddenly as though it had been turned off, and it rained very hard. We feared that we might get a shift of wind during the night, but fortunately we did not, and we slept soundly, appreciating the lack of motion after the tossing around we had had for twenty-four hours.

August twenty-second was calm and cloudy. As we had not been near a source of supplies for some time we were running low and got under way for Plattsburg. A northeast breeze was beginning to stiffen, and a nasty chop began to make up. This breeze soon cleared away the clouds, and we arrived at Plattsburg after a rough trip with a beam sea. We took on gasoline, water, ice and supplies, which with luncheon occupied the early part of the afternoon. As it looked rather uncomfortable out in the lake we decided to spend the night at Plattsburg. This harbor offers no facilities for anchorage, but it is possible to make fast alongside the dock. This, of course, has the objection that the boat becomes very dirty, and after a day made fast in this fashion a general cleaning is necessary.

We took advantage of our stay here to grind in a gasoline shut-off valve which had been leaking slightly, taking a vise ashore and fastening it to an old wheel barrow as a work bench. Even on a small boat a vise is an essential piece of equipment, as it is almost impossible to hold small parts and work on them at the same time.

By evening the wind had dropped, and the thermometer risen, so that we were quite comfortable.

August twenty-third proved to be calm and cloudy, and as it started to rain we decided to remain at Plattsburg until it cleared. At noon the rain cleared off and a strong breeze came up from the south. We got under way, steering a course for Valcour Island. It was necessary for us to keep well off shore, as the machine gun range at Plattsburg barracks was in use, and the water off shore was churned up by machine gun fire. Plattsburg itself is an attractive city, and Plattsburg barracks are of interest as they were the scene of the first of the officers' training camps which prepared our volunteer officers for service in the World War.

When we reached Valcour Island we decided to go on to Mallet's Bay, so shaped our course for the draw bridge in the railroad fill beyond Stave Island. We passed through the draw without difficulty, and after running around the shore line of Mallet's Bay anchored in an unnamed rocky cove on the northeast shore of the bay. This body of water is probably the most beautiful portion of Lake Champlain, and no description which can be given can begin to describe its beauties. Its shore line combines low sandy beaches and high rocky coves, with water so deep that it is possible to run within a few feet of the shore, and in other portions the shoaling is so gradual that bathers can walk out a long distance from the

(Continued on page 90)

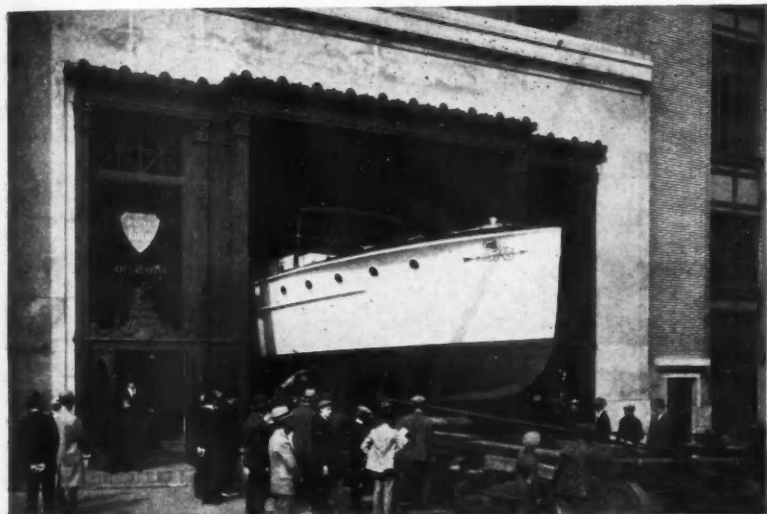


Elco Boating



PUBLISHED MONTH TO MONTH BY THE ELCO WORKS, BAYONNE, N. J. ... JANUARY 1929

Getting Ready for the Show



Berthing an Elco Cruiser at Port Elco, 107 East 46th Street, New York

It is doubtful if more than a very few of the thousands who will invade The Palace during the show have any conception of the time and effort which are required to prepare such an exhibition. The sight of two or three hundred boats a long way from their natural element does, however, inspire wonder and curiosity, and perhaps the most frequently asked question at Port Elco is, "How do you get them here?"

The process is involved and not easy. Following the decision by the Elco Works as to what boats they will exhibit comes the selection of certain hulls out of stock production to be finished as "Show Boats." Normally their final finishing and equipping would be left till warmer weather in the Spring, but the show boats must receive their final coats of paint and varnish under highly unfavorable weather conditions, and still be as handsome in appearance as a boat launched under the warm sun of May. Several times it has been necessary to build a special steam heated enclosure around the boats inside the construction building in order that varnish and enamel might flow from the brushes. The paint gang deserve great credit for the unspectacular but vital part which they play under the handicap of cold and frequent interference by other workmen whose careless touch may bring ruin to a beautifully flowed panel.

At last the boats are finished, upholstery

and equipment are on board, and they are lashed to heavy cradles ready for their journey. Slowly the boats are moved to the end of the dock, where a huge derrick barge is waiting. Wire slings are passed, the winches heave around, and in a very few minutes the boats are landed bodily on the barge's deck. When all are on board a powerful tug takes charge and the barge is towed to the pier in the East River at Thirty-first Street.

From this point affairs are in the hands of a firm of master riggers. These gentlemen are skilled in the difficult art of handling heavy weights and placing them within a hair's breadth of where they are wanted. The derrick again swings the boats high in the air and lowers them on special trucks where they are lashed and blocked against shifting. Horses handle the smaller boats while two motor trucks in tandem are needed for the largest.

Special permission is necessary for the journey through the streets of Manhattan, which is usually made at night in order that traffic may not be too much blocked. The route is devious as there are only a few places where the necessary headroom is available under elevated structures.

Finally the boats arrive at Port Elco and one by one the trucks are backed up on the sidewalk against the huge double windows of the show room, which are swung in on their

tracks and hinges. A complicated process of jacking up and blocking raises each cradle to the proper level, rollers are placed, heavy tackles are rigged, and foot by foot the boats are swallowed in the maw of the building. Chalk marks on the floor indicate the proper positions and when the last roller is removed the boats are exactly over them. The whole process is carried out with unbelievably little confusion. There is no shouting or running around; only an occasional grunted order breaks the ringing blows of the mauls cutting the rollers to nice angles. It is indeed an exhibition of rare skill and precision in the heaviest kind of work.

Not only do our own boats arrive at Port Elco, but also all the other large boats at the show. The normal entrance to The Palace is far too small to permit their passage and only the specially built entrance through Port Elco makes possible the exhibition of such magnificent motor craft as are shown each year.

Introducing Elco Boating

THE Elco Works has long desired a medium of contact with the public less formal than its usual display advertising. In this little publication it is hoped that a suitable medium has been found. Its pages will endeavor to include much to interest and entertain our friends. Editorially, we make our bow.

The Elco Exhibit at the Show

THE attention of the yachting world for the next few weeks is naturally focused on the National Motor Boat Show opening on January 18th at the Grand Central Palace, New York. It may almost be considered as the beginning of the yachting season, for from then on boat-minded people make active plans for their summer afloat. The Show has grown to its present enormous importance only by the utmost efforts of the entire yacht industry; and in particular the builders of standardized boats who have made the pleasures of boating available to everyone. As the pioneer and leader in this field The Elco Works for years has had the largest exhibit at the Show, both in number of boats shown and in size of the individual boat.

This year the Elco display will be more impressive than ever before. Six boats will be shown ranging in size from Twenty-Six to Fifty feet, enabling the public to inspect directly every stock model which Elco builds. A new speed cruiser with decidedly sporty characteristics will make her debut beside her more dignified elder sisters.

As in the past Port Elco, our New York show room, will become part of The Palace during Show Week, and with the adjoining section of the main floor will be used to display the Elco Fleet. Most of the personnel from the plant as well as the staff at Port Elco will be on duty to talk about boats (and other things) to our friends both old and new.

Toward Adventure . . .

*"Nowhere else such complete seclusion,
such perfect relaxation."*



In the busy New York lives of Mr. and Mrs. F.E. Lawson their Elco Forty-Two is an easily accessible refuge from intrusion of any kind.*

TWO o'clock on Saturday—sometimes six o'clock on Friday night—usually finds Mr. and Mrs. Lawson stepping happily aboard the Spud II at the New York Yacht Club station. Fifteen minutes later they are under way . . . brass and copper agleam, bunting alive in the breeze. And whichever way the Spud II's compass points, their destination is always the same—straight on toward adventure, away from care.

No telephones . . . no difficult-to-refuse invitations . . . no servants . . . Only a few moments by motor from the city, and the Spud II offers complete seclusion . . . a quiet interlude in the staccato of New York life as welcome to Mrs. Lawson as to her husband.

With galley equipment that is a miracle of convenience, and sleeping quarters for six, the Lawson cruiser simplifies amazingly for its busy owners the problem of entertaining a wide circle of friends, and the uniform alacrity with which its invitations are accepted leaves no doubt as to the success of its easy-going hospitality. Somehow or other, Mrs.

Lawson explains, the responsibility seems to rest at first with the Spud II—and later to be blown entirely away in the informal comradeship of sea air and open sky . . .

Up the river into the Sound and along the North Shore . . . only as far as Hempstead Harbor, perhaps, to anchor for the night. Or through the Harbor into Great South Bay—and on the next day to the Hamptons. Sometimes, when there is time, to Block Island, or through the Harlem and up the Hudson, under Bear Mountain Bridge to Cold Spring, to Kingston Point, to Albany.

In 1927 a vacation cruise to Chesapeake Bay . . . without question, Mrs. Lawson says, the most delightful trip she ever took . . .

Day after leisurely day the stimulating joy of travel, with none of its inconveniences and extravagance—mile after mile the delight of an ever-varying scene, in the undisturbed comfort of their compact little home on the water.

The history of every Elco boat is as thrillingly individual as the man who owns it. For each owner finds in the opportunity for independent voyaging a constant stimulation and a challenge—and each responds in a characteristic way.

At Port Elco, where we will be glad to receive you at any time, you can get right aboard a Forty-Two (or any other model on display) and make your own tour of inspection. Or we will send you Catalog MBG on request.

PORT ELCO (permanent exhibit), 247 Park Avenue, at 46th Street, New York. Distributors in Boston, Detroit, Los Angeles and Miami.

Plant and Marine Basin, The Elco Works, Bayonne, N. J.

The Elco Fleet: Twenty-Six, \$2,975; Cruisette, \$5,950; Thirty-Eight, \$10,750; Forty-Two, \$15,500; Fifty, \$25,500.

*Although this is the bona fide story of an Elco we have used fictitious names.



Elco's New Model



ELSEWHERE in this issue of Elco Boating mention has been made of a new model to be introduced at the Show. The details of this boat are confidential at this writing, but it can be divulged that she is about thirty feet long, of V-bottom type, and combines the features of both cruiser and runabout in a boat of very sporty appearance. Also she is well put together; no short cuts in construction have been taken which could conceivably have an adverse effect on the future value of the boat. The story of the development of this model is interesting as illustrating the great amount of hard work and experiment which precedes the announcement of a new Elco standardized boat.

The initial idea was born of the growing demand for speed combined with a seaworthy hull which would provide better protection and comfort than a runabout, and also, if possible, include reasonable cruising accommodations. Heretofore this could be obtained only in the very expensive "Commuter" type, which was thousands of dollars beyond the reach of the average owner. Elco had already had experience along these lines in the "Veedette" model of several years ago, but the Veedette fell far short of the requirements decided upon. However, it would serve as a foundation for experiment, and an old Veedette stored at the plant was pressed into service. Before the experiments were complete the poor boat would not have been recognized by its own sister ship.

A tentative set of lines were drawn, and a corresponding false underbody constructed on the hull. The results were promising, but not satisfactory. This process was repeated

twice more, followed each time by extensive trials, until the Design Department felt sure that they had a type of underbody which when built in finished form would perform as desired in rough water as well as smooth. During the hull experiments trials of various engines were also made. The final power plant must be quiet, vibrationless, and, above all, reliable. Four suitable motors were tested and a tentative selection made. It was a six-cylinder motor of rugged construction which amply fulfilled the requirements of silence and smooth running. Its reliability remained to be proven so the boat was placed in a service far harder and more exacting than any yacht owner would possibly subject it to. Within a few weeks more miles were covered than in an entire season of normal use. The motor stood up perfectly and was definitely selected. Certain features needed improvement, and the engine builders were called in to make changes tending toward a more convenient installation and easier servicing. During all these trials and retrials load and trim were altered and records kept which when plotted in curves made possible an accurate forecast of the performance of the new boat in its finished form.

In the meantime the Drafting Department had covered many sheets of tracing paper with "picture drawings" in an effort to get the most pleasing appearance and attractive layout. Everyone was free to criticize and suggest; careful studies were made of existing boats and even of the latest trend in automobile body lines; and out of the multitude of drawings a final design was evolved which was not only good to look

upon but also ideal in arrangement.

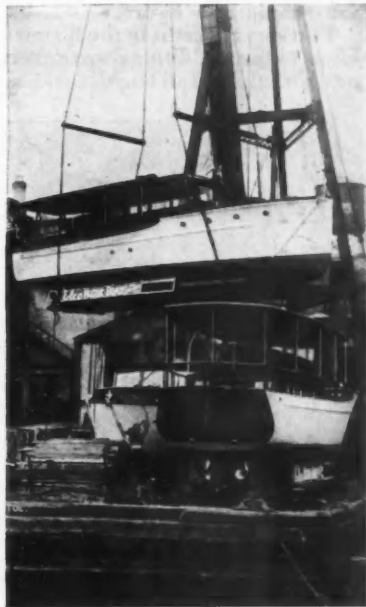
The final step was then taken and two boats put in construction on the old theory of "The proof of the pudding." Again came many drawings and consultations between the Design Department and the foremen of the various construction departments in the yard. Weight must be saved here, strength added there, to resist the extra strains which speed imposes, and the whole tied together into a structure which would have the same longevity and capacity for service as existing Elco models.

The final product? Well, come and look at her at the Show. Elco is more than proud of her new daughter both as to appearance and performance, for there is truth in the saying that "There is nothing attractive about an ugly boat or an ugly woman no matter how fast they may be."

Port Elco at Boston

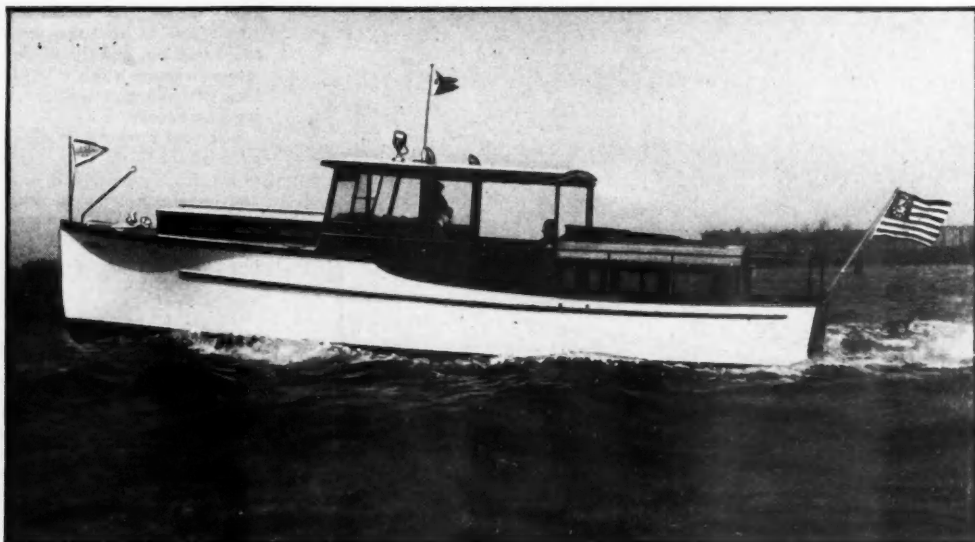
ELCO show activity is not limited to New York during the month of January. The New England Marine Sales Company, which maintains the handsome show room, Port Elco, at 882 Commonwealth Avenue, Boston, not only has Elco boats displayed on its floor but is also exhibiting at two shows. Major H. H. Hill and his associates, Mr. E. P. A. Simpson and Mr. Fred Goeller, will have an Elco Cruiser at the Boston Sportsman's Show which is held during the same week as the National Motor Boat Show. With only one week intervening for the staff to recover their voices and lost sleep the Boston Motor Boat Show will open its doors. Here at least three models of Elco Cruisers will be displayed.

Port Elco at Boston has been highly successful during the 1928 season, which was its first. Yachting interest is keeping pace with activity around New York and has made necessary so extensive a display of Elco boats.



Unloading Elcos from barge to truck on the East River, New York

Yacht and Cruiser combined in this luxurious 38-foot boat



WITH two spacious cabins—for the comfort of both family and guests—and ideal for one-man operation . . . the Elco Thirty-Eight gives you the luxury of a yacht at the practical cost of a cruiser.

You pay less than \$11,000 . . . complete and perfectly appointed. Keel and frames of selected white oak . . . clear white cedar planking, copper fastened . . . mahogany exterior and interior trim . . . bridge deck protected by windshield with two bays of windows on each side . . . covered by permanent awning . . . side curtains for complete enclosure.

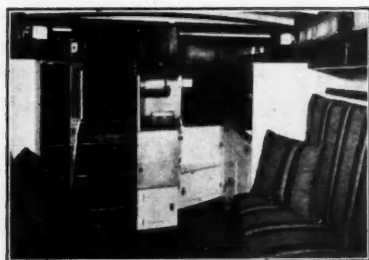
Two spring berths in the forward cabin . . . seat backs hinge to form additional upper berths . . . lockers underneath berths . . . full length shelves each side . . . separate

lavatory. Stateroom with built-in berths with springs and mattresses . . . drawers under berths . . . bureau at aft end . . . separate lavatory.

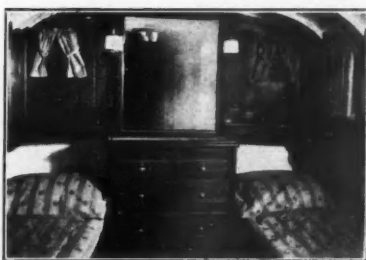
And a real sea-going galley with two-burner enameled gas stove with oven . . . sink, drainboard, lockers, dresser, large roomy ice box . . . convenient table formed by detachable door of clothes locker.

Plenty of power. Elco Model F-62 six-cylinder engine, 125 H. P. . . 150 gallons fuel tank capacity . . . 90 gallons water tank capacity . . . speed 14 to 15 miles per hour . . . radius 220 to 400 miles.

Elco models on permanent display at Port Elco, Park Avenue and 46th Street, New York City. For complete information write for Catalog MBG.



Locker space beneath berths . . . full length shelves along sides . . . curtained windows . . . ample headroom—these are features of the roomy, livable Thirty-Eight cabin.



Real beds in the stateroom—built-in berths with springs and mattresses. Plenty of storage room—drawers beneath berths, clothes locker and bureau. Full length mirror in door. Double planked bulkhead shuts off engine room.

The Elco Fleet

Twenty-Six . . .	\$ 2,975
Cruisette . . .	5,950
Thirty-Eight . . .	10,750
Forty-Two . . .	15,500
Fifty . . .	25,500



PORT ELCO

(Permanent Exhibit)

247 Park Ave., at 46th St., New York

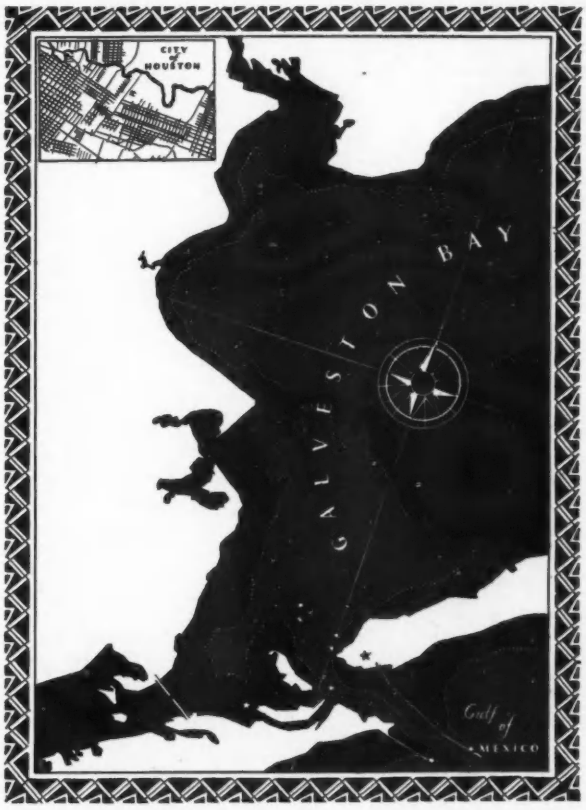
Distributors in

Boston, Detroit, Los Angeles, and Miami

Plant and Marine Basin

The Elco Works, Bayonne, N. J.

GARGOYLE
Mobiloil
Look for the
red Gargoyle trade-mark
on the Mobiloil container



Port for Houston, Texas.
This map is one of a series.
Watch for others to come.
Gargoyle Mobiloil is on
sale at Houston and in other
ports throughout the world.

ALWAYS UNIFORM

Make this chart your guide

If your engine is not listed here, write to the Vacuum Oil Company, 61 Broadway, New York. The winter recommendations specified on this Chart should be followed when freezing temperatures below 32° F. are encountered, unless the engine is kept warm while not in operation.

NAMES OF MOTOR BOAT ENGINES	1928		1927		1926		1925	
	Engine		Engine		Engine		Engine	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buda, BM-6, BM-6S, GM-6, BM-A-6S	BB	A	BB	A	BB	A	BB	A
Caille Master 5-Speed Twin	A	A	A	A	A	A	A	A
" All other outboards	A	A	A	A	A	A	A	A
Chrysler Imperial Marine	A	A	A	A	A	A	A	A
Elio	A	A	A	A	A	A	A	A
Evinrude	A	A	A	A	A	A	A	A
Gray, 4-30, H-50, 6-72, H-75, 8-100	BB	A	BB	A	BB	A	BB	A
" A-6 & 2-6	A	A	A	A	A	A	A	A
" O, 1-5, 2-10, 2-cycle	A	Arc	A	Arc	A	Arc	A	Arc
" All other models	A	Arc	A	Arc	A	Arc	A	Arc
Hall Scott	A	A	A	A	A	A	A	A
Johnson	A	A	A	A	A	A	A	A
Kermath, 1 to 20 h.p. inclusive	A	A	A	A	A	A	A	A
" 50, 70 & 100	BB	A	BB	A	BB	A	BB	A
" 9, 85, 125, 150	BB	A	BB	A	BB	A	BB	A
" All other models	A	A	A	A	A	A	A	A
Lathrop, 100 & Mystic	BB	A	BB	A	BB	A	BB	A
" All other models	A	A	A	A	A	A	A	A
Lockwood, 41	A	Arc	A	Arc	A	Arc	A	Arc
" Top-BB, BB6	A	A	A	A	A	A	A	A
Palmer, L.H. Little Huskie	A	A	A	A	A	A	A	A
" 2-cycle	A	A	A	A	A	A	A	A
" NR, NK, NL, F, 2R, PNR	B	A	B	A	B	A	B	A
" All other models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Red Wing Throbbred, Red	BB	A	BB	A	BB	A	BB	A
" High Speed	A	A	A	A	A	A	A	A
" All other models	A	Arc	A	Arc	A	Arc	A	Arc
Scipps, F6 Jr., Gold Cup	B	A	B	A	B	A	B	A
" C6, H6	BB	A	BB	A	BB	A	BB	A
" F4 & F6	A	A	A	A	A	A	A	A
" All other models	A	Arc	A	Arc	A	Arc	A	Arc
Standard, N.J.	B	A	B	A	B	A	B	A
Stearns Extra Reserve	A	A	A	A	A	A	A	A
Steering Neptune	A	A	A	A	A	A	A	A
" All other models	B	A	B	A	B	A	B	A
Universal Superfour GLR	BB	A	BB	A	BB	A	BB	A
" All other models	A	Arc	A	Arc	A	Arc	A	Arc

For more than half a century the Vacuum Oil Company has specialized in the manufacture of lubricating oils. Crudes are selected especially for their lubricating value, not gasoline yield.

Gargoyle Mobiloil has long been recognized as the world's standard for the correct lubrication of motor boat engines.

Superior quality is the basis of this universal preference—superior quality and the assurance, gained from years of experience, that Mobiloil is always uniform.

Quality and the test of time have led 61 leading motor boat engine builders to attach metal plates to every engine they build recommending Mobiloil.

They know that their engines will always be safe when lubricated with Mobiloil, and that it is on sale in all ports throughout the world.

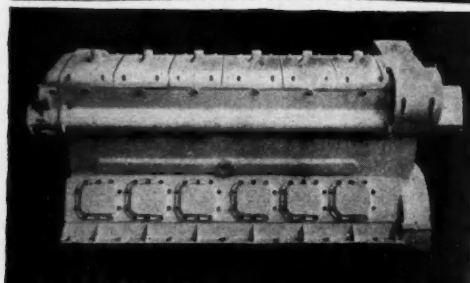
HOW TO BUY: For outboard motors—we suggest the 1-quart or 1-gallon cans of Mobiloil. For small inboard motor craft—the 1-gallon or 5-gallon cans of Mobiloil. For cruisers—the 10-gallon drum, the 30-gallon drum, or 55-gallon drum of Mobiloil, all with convenient leak-proof faucets.

The World's Quality Oil
Mobiloil
VACUUM OIL COMPANY

Mention MoToR BoATinG, 57th St. at Eighth Ave., New York

THE TRUE ENGINE IS THE ENGINE BUILDER

23 POUNDS *per hp.*
is the weight of this
12-Cylinder V-type,
750 hp. Treiber Diesel



The engine is the heart of the ship. It must therefore, above all else, be dependable, strong, rugged. These qualities are the first consideration of Treiber engineers—but not the last. Their ideal is an engine that combines the principles of strength and power with the principles of light weight and speed. The experience of fifteen years in building Diesel engines, combined with the progress of modern metallurgy have made the attainment of this ideal possible. Treiber Diesels are as strong—if not stronger—than other heavy, cumbersome engines which lack the obvious advantages of these light weight Treiber Diesels.

Sizes ranging from a 6-cylinder, 5' x 7', capable of 100 hp., to a 12-cylinder, 16' x 16', developing 3000 hp., afford a well-rounded line of engines.

Completely descriptive folders, setting forth the details of any of the twelve Treiber models, will be sent upon request.

TREIBER

DIESEL ENGINE CORP.

Dept. M. B.

Camden, N. J.

Round About Lake Champlain

(Continued from page 84)

beach. The particular cove in which we anchored seemed completely isolated from the world, and in color and outline was entirely beyond description. As soon as our anchor was down, we put the swimming ladder over and enjoyed ourselves in the wonderful clean clear water. It was possible to see every movement of a swimmer. We never got tired of the delights of such clear water after the polluted condition of the waters surrounding New York.

At six o'clock the breeze came up from the southwest and began to increase in strength, so that we shifted our anchorage to the other side of the bay, east of Coates Island, where we spent a quiet night.

The next morning was ushered in with a hard breeze which made our anchorage rather uncomfortable. We spent a leisurely morning removing some of the grime received from the Plattsburg docks and then moved to the other side of Coates Island, where we anchored in a rocky cove, the shores of which were occupied by summer cottages. We went into this cove very carefully, as our chart was rather vague, and found a number of shallow spots with our lead line. Going ashore for a walk we met Mr. Rankin and his family, who very kindly offered to take any of us who wished to go into Burlington, as it was only half an hour away by car, though a long distance by water. Everyone but the Skipper went, and he stayed aboard and scrubbed topsides. The family was back in time for dinner, and at eight o'clock the rain started and lasted all night.

We slept late the next morning, left Coates Island and returned to the little cove on the northeast shore of the bay. We spent the early part of the afternoon rowing about and exploring the rocky shore of this portion of the bay, then landed and walked about through the heavy timber and underbrush of the shore. This part of the bay seemed to be entirely deserted, and it would have been very easy to have imagined ourselves a great many miles from civilization. We remained in this little cove over night, which proved to be uneventful.

On the morning following, which was Sunday, we cleaned ship and had a swim, after which we ran over to the Lake Champlain Club near Marble Island. This is a very delightful place. The clubhouse is a reconstructed marble shed, and facilities are provided for boating, golf and other sports. We had an excellent dinner at the club and were back aboard by the middle of the afternoon. Later we got under way, headed for the draw into the lake. After we got out into the middle of the bay we filled our water tanks with lake water and then headed for the sand beach near Providence Island. The water shoaled so gradually that in the absence of any wind we were able to run in so close that it was possible to step on the bottom from the swimming ladder. After a wonderful swim we got under way and made fast to the dock and breakwater at Stave Island. We found that Mr. Harrington, whose hospitality we had enjoyed on the previous trip, was away, but his brother-in-law and family were very kind in their permission to remain at the dock and invited us up to their summer home, where we spent a very pleasant evening on their spacious porch.

On August twenty-seventh we got under way and anchored at the end of Valcour Reef in the hope that we might get some fish. We had no luck, however, and at eleven endeavored to land at the Hotel Champlain dock. This dock is sad evidence of the state of yachting on Lake Champlain. It was in such bad condition, with spikes, bolts and every conceivable kind of hull-damaging implement projecting from it that we could not land and were forced to anchor off the dock and row the few feet intervening in the dinghy. Then it was almost impossible for Mrs. Richards and the girls to get up on the dock and get ashore. The Champlain Hotel, the best known hotel on the lake, is so indifferent to the yachtsman that there is no decent provision for his accommodation. Apparently their clientele arrives by automobile. We had a very satisfactory luncheon at the hotel and got aboard Argosy again later. As the day was extremely hot, we were very glad to get under way, steering a course for Port Kent, with the thermometer 96 degrees in the shade. At three o'clock Port Kent was abeam, and we steered a course for Willsboro Bay, where we anchored and were very glad to have a swim to cool off.

On August twenty-eighth we got under way in a south breeze. We ran out of the bay, and laid a course for Burlington. By this time the wind was blowing strong from the southwest, and the visibility was very poor. Apparently we were in for a typical smoky southwester. As this is the widest part of the lake, the sea began making up very rapidly. It was very rough indeed, and as we were running in the trough

(Continued on page 94)



... Willards for the long cruise

Address Your Nearest Factory Distributor

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Start the long cruise knowing you can trust your battery as you trust your compass. Willards will give you that sureness — for delivering current for lighting — for ignition — for pumps. For Willard makes reliable batteries — batteries that save you more by serving you better. Heavy plates, enduring insulation, heavy connections — these things make Willard the battery for handling the important job in your ship.

The factory branches and dealers listed on this page will gladly assist you in selecting the proper battery to meet your requirements. Write the one nearest you for any information.

Willard

MARINE
BATTERIES

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

2 NEW ONE

The A. C. F. CRUISER-RUNABOUT



BOWING to the popular demand for *commuting speed*, yet retaining cruisability . . . and, at the same time, giving you a staunch, beautiful craft at **EXTREMELY LOW COST**.

From the designing board of Eldredge-McInnis, the new A. C. F. Cruiser-Runabout measures 26' 9", overall. In its roomy cabin, two people may sleep comfortably. The cockpit is most commodious, accommodating seven passengers, and pro-

viding berths for two by night. Surprising in a craft of this size, are the large lavatory and the very complete galley.

The hull is of beautifully matched and polished mahogany, as are the decks. Among other points should be noted the adjustable wind-shield, the auto-type wheel, and the handsome interior appointments.

Complete details and price upon request.

Other A. C. F. Models

A. C. F. "30" EITHER SINGLE OR DOUBLE CABIN CRUISER

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A. C. F. "54" TWIN-SCREW CRUISER

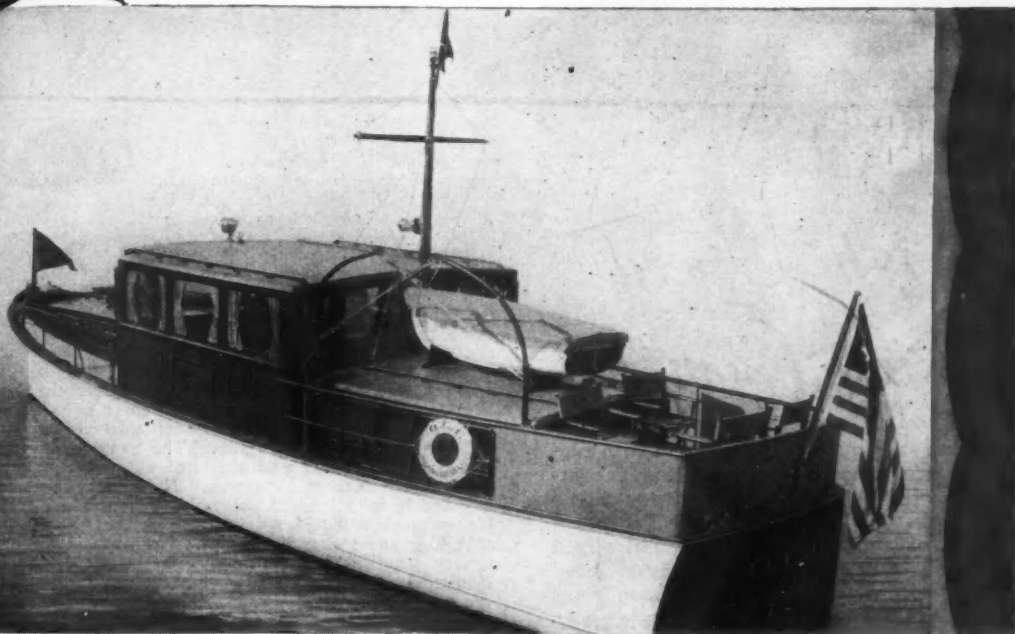
A. C. F. "68" TWIN-SCREW MOTOR YACHT

See them at the SHOW

BY A.C.F.



The A.C.F. "FORTY" CRUISER



BEYOND doubt, a most astonishing example of *compact completeness*, providing sleeping accommodations for six or five and crew. The raised bridge-deck is completely enclosed and is convertible into a capacious dining saloon and lounge. There are two lavatories and an exceptionally well-appointed galley.

This new addition to the A. C. F. fleet measures 40' overall, by 11' 4" beam, and draws 3' 1½". Its interior

appointments are superb, of a type which you would naturally expect to find on a high priced yacht.

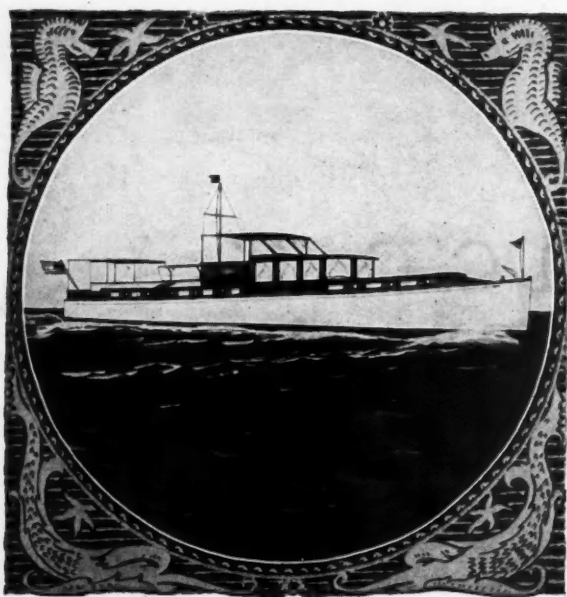
The A. C. F. "Forty" represents the best thought of eminent designers, working with the advantage of the American Car and Foundry Company's purchasing power, affording remarkable *extra* values. It is safe to say that *the price* of this new craft will pleasantly surprise you. Complete details will be sent upon request.

AMERICAN CAR AND FOUNDRY COMPANY A.C.F. New York Salon: 217 W. 57th St.

In the Service of the Nation's Railways . . . Highways . . . Waterways . . . Industries

BOSTON—Noyes Marine Sales Co., 1037 Commonwealth Avenue. DETROIT—A. C. F. Salon, 500 E. Jefferson Avenue. CLEVELAND—N. J. Shea, 1424 Lauderdale Avenue, Lakewood. SAN FRANCISCO—S. C. Kyle, 427 Rialto Building. PHILADELPHIA—Universal Service Motors Co., Broad and Wood Streets. CHICAGO—Ward A. Robinson, 58 E. Washington Street. WEST PALM BEACH REPRESENTATIVE—Mr. C. P. Whitney. WILMINGTON, DEL.—American Car and Foundry Company.

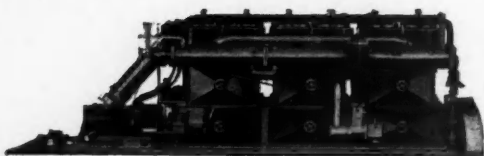
See them at the SHOW



High Speed Cruising Comfort

THIS latest express cruiser, a sixty-five-footer, provides luxurious cruising accommodations with full home-like privacy for a party of four. Twin-screw powered, it has a speed of 20-25 miles per hour. Centralized one-man control from bridge, which is enclosed on three sides by a receding, full vision glass windshield. Accommodations include two double staterooms, large dining saloon forward of bridge, crew's quarters, bow cockpit and a spacious lounging deck aft.

The same fine quality of custom craftsmanship that distinguishes all boats of our design and construction is embodied in this high speed cruiser. Complete description, together with interior views, will be gladly sent upon request.



TWENTIETH CENTURY MARINE MOTORS are used to power our standardized boats. These power plants are built in our own shop in two models, four- and six-cylinder, 60 and 100 h.p.; our interest covers both the boat and its power plant.

NEW YORK
YACHT, LAUNCH & ENGINE
CO., Inc.

MORRIS HEIGHTS, NEW YORK CITY

Round About Lake Champlain

(Continued from page 90)

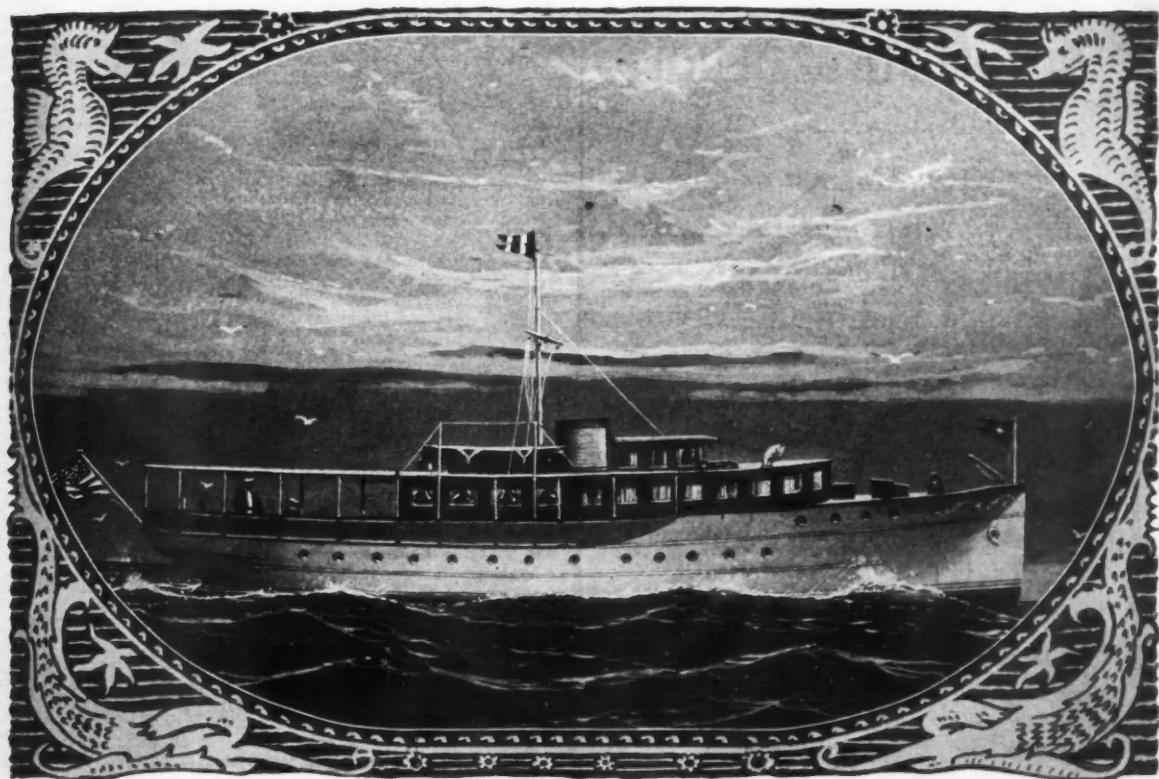
things were very lively. Ordinarily the boarding ladder on Argosy is stowed on edge in the cockpit against the port side, but for some reason this had been placed on top of the after cabin against the hand rail. At this time a good sea on the starboard quarter rolled Argosy and threw this boarding ladder clear over. There was enough brass on it so that it sank until only three or four inches were visible. We had quite a lively time coming about and picking it up. Juniper Island was on our starboard beam, and soon we were tied to the float at the Burlington Yacht Club. If anyone does not believe that it can get rough in Lake Champlain he will certainly change his opinion if he will run across from Port Kent to Burlington in a strong northerly or southerly wind. We spent the rest of the day shopping and at the movies, partaking of an excellent meal at the Park Restaurant in Burlington. That evening we went aboard Seamiss of Manhasset, and had a very pleasant visit with Mr. Brown and his guests. By this time it was blowing a real southwest gale, and everyone was putting our extra fenders and mooring lines, as the steward of the yacht club feared the wind might get into the northwest by morning, in which case the yacht club dock would be none too well protected.

August twenty-ninth found things much quieter, but as the Skipper was feeling rather lazy the rest of the crew decided to take the ferry to Port Kent and visit Ausable Chasm. As mentioned before, Port Kent does not afford a very good anchorage, and it is perhaps easier to leave a yacht at the Burlington Yacht Club and go over on the ferry for the Ausable trip than to tie up at Port Kent. The family having returned, we got under way, leaving the Champlain Yacht Club with regret. The hospitality afforded a visiting yachtsman by this club is indeed a very fine thing. The club is supported by a comparatively small number of residents of Burlington and carries what must be something of a burden in the entertainment of practically every yachtsman who visits Lake Champlain. The manner in which visitors are made to feel at home and afforded every courtesy and facility for their comfort is certainly very wonderful. At four we left Lake Champlain and proceeded up Otter Creek, which leaves the lake below Westport on the east side. As our chart gave us absolutely no information we ran dead slow up this winding stream for a distance of about eight miles. The stream looks very much like a canal, although it is a natural waterway. We made fast at the lower dock at Vergennes. The stream shoals very rapidly and is full of debris above this point. The larger dock is higher up, but should not be used, as the water is foul with old piling and rocks all about it. Upstream is the spillway of a very beautiful dam which furnishes waterpower for several industries. The manufacture of shade rollers is the principal occupation of Vergennes, and this old Vermont city is well worth the effort necessary to reach it. It is at this point that McDonough built a fleet of ships for the defeat of the British in Lake Champlain. The British admiral blockaded the lower end of the creek, and McDonough, not to be outdone, dug a canal from a point in the creek directly to the lake, got his vessels through, and attacked the British from the rear, surprising and defeating them.

As soon as we arrived we were surrounded by the usual throng of curious small boys who entertained us until it was time for supper, after which a shy little girl arrived, much to the delight of our Janet, who rather missed playing with youngsters her own age. In the evening we went to town and visited one of the most beautiful libraries that it has been my pleasure to see. This library has an historical collection containing many interesting and valuable relics of the surrounding country, particularly of the War of the Revolution and the War of 1812, but brought down through the World War; in fact, this little room really constitutes a very graphic history of the State of Vermont and Vergennes in particular. While Vermont is a comparatively small and certainly not a wealthy state, it is wholly American, and no American yachtsman can visit it without a feeling of pride and faith in his country.

The next day we left Vergennes with regret and got under way for the lake in a light rain. We entered the lake once more and steered a course for Fort Ticonderoga. We left our course to look into Basin Harbor on the east shore of the lake and found it a very attractive but small haven. We were just about able to run and swing around it with our heads hard a port and get out again without running aground. We ran into a rain squall which lasted for several minutes. We intended to make fast to the dock at Montcalm Landing, which we could not do until two o'clock when the steamers Vermont got clear, we reduced our speed to dead slow, and

(Continued on page 96)



A Ninety-foot Diesel Yacht of First Quality

BEING built for a career of deep sea cruising, this ninety-footer, designed by and under construction by the New York Yacht, Launch & Engine Co. for Mr. George C. Heck of New York, embodies the best principles of modern boat building practices. A twin installation of the latest type 200 H.P. Diesel engines, together with the most advanced type of auxiliary equipment, assures maximum efficiency and economy in operation. An extended cruising range has been provided for.

Accommodations include two double and two single staterooms, two baths, an eighteen-foot after deck house, large dining saloon forward, a spacious lounge aft, and private quarters for the captain on the bridge. The materials used are of the finest available, including teak for the decks and deck houses.

We will gladly furnish more detailed information, together with plans, on request.

NEW YORK YACHT, LAUNCH & ENGINE CO., Inc.

MORRIS HEIGHTS, NEW YORK CITY, N. Y.

Mention MoToR BoAtInG, 57th St. at Eighth Ave., New York

SUPREME COURT

Decision of Vital Interest to Manufacturers and Purchasers of Genuine Mahogany Boats

MAKERS of genuine Mahogany boats or boats trimmed with genuine Mahogany are afforded adequate and effective protection from the unfair competition of boats made from or trimmed with substitute woods but sold as and for Mahogany or under names of similar import, by decision of the United States Supreme Court handed down October 15, 1928.

In this decision the United States Supreme Court denied petition for writ of certiorari in the so-called "Philippine Mahogany case", thus leaving undisturbed the order of the Federal Trade Commission as affirmed by the Circuit Court of Appeals, Second Circuit, New York. The order of the Commission, which is now enforceable, restricts the name "Mahogany" or any name of similar import to lumber or wood products derived from trees of the Mahogany or Meliaceae family. The order specifically prohibits the use of the name "Mahogany" or "Philippine Mahogany" or any name of similar import as applied to hardwood lumber of the Philippine Islands or any product made therefrom.

Genuine Mahogany warps and shrinks less than any other wood, and is easy to bend and finish. Its color and lustre improve with years of exposure to sun and rain. It costs very little more and is available in ample quantities in boards 18 foot and up long and 12 inches and up wide.

The buying public demands and appreciates quality. The name "Mahogany" on a boat is the same as "Sterling" on silver. Buy genuine Mahogany so that you may advertise and sell your product as Mahogany boats or boats trimmed in genuine Mahogany.

MAHOGANY ASSOCIATION, Inc.
1133 Broadway New York

A National Organization of Mahogany Producers

Round About Lake Champlain

(Continued from page 94)

12:30 ran into the hardest rain squall which we have ever seen. The visibility was absolutely zero, and as we knew the steamer was not far off, we were a bit anxious. We soon heard her whistle and ran over to the edge of the channel to be out of her way. As the squall cleared, the Vermont passed us. We then docked at Montcalm and had a delayed luncheon.

An opportunity is certainly being overlooked in not providing gasoline, water, ice and supplies at this dock. The village is some three miles away, and while the railroad and steamboat company are very generous in permitting their dock to be used by yachtsmen, there are absolutely no facilities provided. At eight o'clock a tug and car float came in from the lake on their way up to the bridge construction at Crown Point. In endeavoring to dock the car float at the end of the pier the tug proved to have insufficient power in reverse, and for a few seconds it looked as though the car float would take the end of the dock with it. As it was, it came in with a terrific crash. My crew were ashore, and I had quite a scramble casting off lines and starting the engine, preparatory to getting out of the way if the float got entirely out of control. Nothing serious happened, however, and we remained at Montcalm Landing all night.

On August thirty-first we got under way for Whitehall stopping at Belden's boat shop for gasoline, and picked up our fenders which we had left there on the way up. Shortly after we arrived at Lock 12, and after a short delay passed through and docked at Whitehall. We had luncheon at the dock, secured some ice, and soon were under way at the required speed of six miles per hour. It is quite necessary to observe speed regulations in the canal, not only because the regulations are rigidly enforced but because it is the decent thing to do to prevent washing of banks. We arrived at Lock 11 and were locked through after a short wait. We were later passed by another yacht running about twice the authorized speed. When we arrived at Lock 9, we found this other boat tied up, waiting for us. The lock tenders prefer to put two or three yachts through at the same time, and if anyone exceeds the speed limit, he is simply held up until his allotted time has expired. We passed through Locks 9, 8, 7 and 6 without incident. By the time we left Lock 6 it was getting quite dark, and the run from Lock 6 to Lock 5 requires very careful observation of the lighted buoys, as it is very easy to confuse the red lights with the tail lights of automobiles parked on adjacent roads. Before entering lock 5 the channel swings very close to a dangerous dam, and it was with a feeling of relief that we entered the cut above the lock. We anchored in the basin near the lock of the old canal above Lock 5. A yacht tied up to the old lock got under way, and we decided to run over to this lock, so that we could step ashore and get a little exercise. In doing so we ran hard aground in the old basin, but fortunately adequate power in reverse came to our assistance, and we got off without difficulty and were safely moored to the old lock approach.

On September first we got under way in company with the Islander, and passed through Locks 5, 4, 3, 2 and 1 without trouble of any kind. We approached the federal lock at Troy and as usual found the lock full. We cruised and drifted about, avoiding the very dangerous dam at this point, for over an hour, when we were locked through. At three o'clock we arrived at the Albany Yacht Club, where we took on supplies, then went on down river, anchoring west of Lighthouse Island in the Hudson. This is an excellent anchorage, but dependence must not be placed on the chart, as considerable shoaling has taken place, and the lead must be used carefully.

We slept late September second, as it was Sunday, and got under way for Eddyville. We entered Rondout Creek and anchored in the Eddyville basin. We found that since our last visit Rondout Creek had been in flood, and there were many evidences of high water all around us.

September third was ushered in by a hard rain, and as we were so near home we decided to be on our way. We left arriving at the Poughkeepsie Yacht Club and completing our cruise.

In looking back over the log of Argosy and the logs of her predecessors for several years we were all agreed that this was probably the most successful cruise that we had ever taken. To the salt water sailor who has never cruised in fresh water it will be a revelation, and to the cruiser who has never been far from large cities and their polluted waters, it will indeed seem a paradise. The canal and the locks are nothing to be feared, and the lake once reached can be left only with regret.

KILL FIRE WHILE IT IS YOUNG



Snuffed Out—

Just as you snuff out a candle, ALFITE (Carbon Dioxide) Gas snuffs out a fire—large or small. For fire cannot live in air that is even seventeen percent carbon dioxide.

That is why an ALFITE (Carbon Dioxide) System in your motor boat is one of the surest kinds of protection against fire.

With this system you have an

ample supply of Carbon Dioxide bottled under pressure in small steel containers. These containers are connected to a piping system that distributes the gas to the fire area. Complete control is centered in a release lever that is located outside the fire zone.

One pull on this lever releases the full charge of ALFITE (Car-

bon Dioxide) Gas. The fire is smothered, snuffed out in from eight to fifteen seconds.

If you would like further details on the ALFITE (Carbon Dioxide) System, write for the booklet, "Forestall Disaster". American-LaFrance and Foamite Corporation, Engineers and Manufacturers, Dept. S-2, Elmira, N. Y.

AMERICAN-LAFRANCE AND FOAMITE PROTECTION

A Complete Engineering Service
For Extinguishing Fires

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

Sixteen



The new and worthy flagship of the Chris-Craft fleet—The 38-foot, 30 mile an hour cruiser



The 120 horsepower—33 mile per hour Chris-Craft, 24-foot Sedan

1. Chris-Craft 22' all-mahogany Runabout, 62 h. p., marine motor, speed up to 30 m. p. h. \$2235.00
2. Chris-Craft 22' all-mahogany Runabout, 100 h. p., marine motor, speed up to 35 m. p. h. 2495.00
3. Chris-Craft 24' all-mahogany Runabout, 120 h. p., marine motor, speed up to 35 m. p. h. 2750.00
4. Chris-Craft 26' all-mahogany Runabout, 120 h. p., marine motor, speed up to 30 m. p. h. 2975.00
5. Chris-Craft 26' all-mahogany Runabout, 200 h. p., marine motor, speed up to 42 m. p. h. 4000.00
6. Chris-Craft 26' all-mahogany De Luxe Cabin Sedan, 200 h. p., marine motor, speed up to 40 m. p. h. 4850.00
7. Chris-Craft 26' all-mahogany Runabout, 225 h. p., Chris-Craft marine motor, speed up to 45 m. p. h. 4300.00
8. Chris-Craft 26' all-mahogany De Luxe Cabin Sedan, 225 h. p., Chris-Craft marine motor, speed up to 42 m. p. h. 5150.00
9. Chris-Craft 26' Sedan, 225 h. p., Chris-Craft marine motor, speed up to 42 m. p. h. 4850.00
10. Chris-Craft 30' all-mahogany Custom Runabout, 225 h. p., Chris-Craft marine motor, speed up to 40 m. p. h. 7000.00
11. Chris-Craft 30' all-mahogany Custom Commuter, 225 h. p., Chris-Craft marine motor, speed up to 38 m. p. h. 9750.00
12. Chris-Craft 24' Sedan, 120 h. p., marine motor, speed up to 33 m. p. h. 3300.00
13. Chris-Craft 26' Sedan, 200 h. p. marine motor, speed up to 40 m. p. h. 4550.00
14. Chris-Craft 28' all-mahogany Custom Runabout, 225 h. p., Chris-Craft marine motor, speed up to 42 m. p. h. 4975.00
15. Chris-Craft 28' all-mahogany De Luxe Cabin Sedan, 225 h. p., Chris-Craft marine motor, speed up to 40 m. p. h. 5850.00
16. Chris-Craft 38' all-mahogany V-Bottom Commuting Cruiser, 225 h. p., Chris-Craft marine motor, speed up to 30 m. p. h. 15000.00



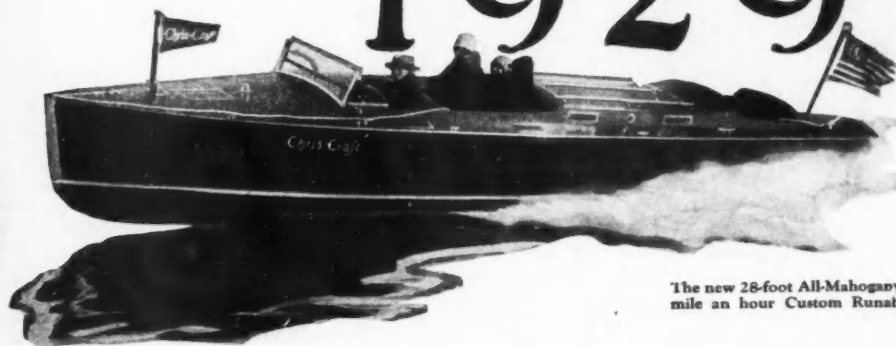
Standard 26-foot All-Mahogany Chris-Craft Runabout
Speed, 42 miles per hour

Chris

WORLD'S LARGEST BUILDERS

JANUARY, 1929

Chris-Craft Models for 1929



The new 28-foot All-Mahogany 44
mile an hour Custom Runabout

ONE of the secrets of Chris-Craft's remarkable rise to international prominence in the eyes of both users and dealers may be found in its complete market coverage—coverage such as never before has been attained by a single boat manufacturer.

With its busiest and most successful year behind it, Chris-Craft offers for 1929 a complete line of sixteen quality-built craft.

Smart, sturdy, easily handled boats for general family service! Open cockpit boats with or without one-man tops! Fast, racy runabouts for the thrill-loving sportsman! Snug all-weather sedans that carry their passengers swiftly and comfortably

to social or business engagements! A 38-mile-an-hour, custom commuter that speeds business executives to and from their downtown offices and clubs! And, most thrilling of all, a magnificent 38-foot, 30-mile-an-hour, vee-bottom cruiser that contains sleeping, eating and lounging quarters for an entire family!

See the new 1929 Chris-Craft line at your dealer's or, better yet, see them at the New York Motor Boat Show, January 18th to 26th. Free catalog describes all models.

CHRIS SMITH & SONS BOAT CO.

381 Detroit Road, - Algonac, Mich.

New York Factory Branch:

153 West 31st Street, at 7th Avenue

sCraft

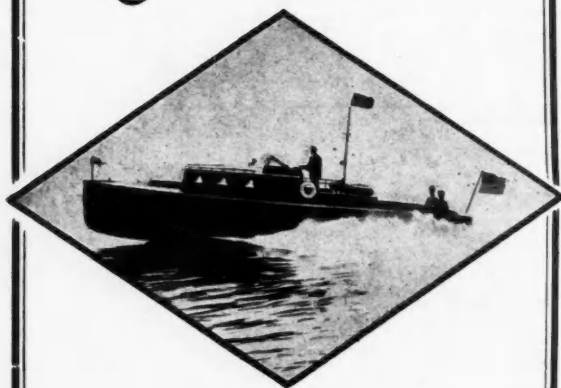
MAHOGANY MOTOR BOATS



26-foot All-Mahogany
De Luxe Cabin Sedan,
200 horsepower, 42
miles per hour

438633 A

The MARCO Commuter



LENGTH, 39 FEET
TWIN-SCREW
TWO 200-H.P.
HALL-SCOTT MOTORS
SPEED, 35 M.P.H.
PRICE, \$21,000.00

RESERVATIONS for spring deliveries are now being taken for the Marco Commuter. This rakish 39-footer of the finest mahogany and teak construction has luxurious accommodations for day cruising plus express speeds for fast commuting, developed by two 200-H.P. Hall-Scott motors. It has an easy sustained speed of 35 miles an hour. It is one-man operated from bridge with dual controls for the two motors centered on the steering column. The Marco Commuter is of surpassing quality and beauty. And, in price it is reasonably low, considering its high standard of craftsmanship.

The hull is double planked. Forward cockpit and bridge deck are enclosed by brass framed heavy plate glass windshields. Accommodations include: Pullman berth, side seat, lavatory, galley, etc.

Write today for full particulars

MARINE CONSTRUCTION CO.

WILMINGTON
DELAWARE

Boating on Arctic Waterways

(Continued from page 62)

spectacle of two constables of the Simpson force trying to start their motor launch before taking in the anchor they could hardly be taken as considered opinion.

The fact of the matter is that the Royal Northwest Mounted Police as a force has never entirely recovered from its war wounds. It gave the best men that it had for the good fight and the record of these was an inspiring one. Many of them died in battle; still more were incapacitated by wounds for further service. Some of the best of those that returned were eagerly recruited by the newly-formed provincial police services. The gap to be filled in the ranks of the original force was a wide one. Numerically this has been done; if the former lofty level of *esprit de corps* has not quite been recovered it is not surprising. Deep wounds have to heal from the bottom, but the clean, virile blood of all young Canada will effect full restoration in time.

As to that most unkindest cut of all anent the movie complex, it is true only in spots and these will be largely auto-eradicative. The storm-cowed constable suspended at Norman was said to have movie ambitions.

The crystal clear stream of Great Bear brings down to the Mackenzie immediately below Norman the discharge of the lake of the same name—the largest freshwater body of the North. Franklin ascended by this swift draining river in the course of his second expedition and established an advance base for his exploration at a point on the eastern side of the lake to which he gave the name of Fort Confidence. The latter, long abandoned, was one of the posts of what might be called the Pilgrim's Progress chain of nomenclature, others being Reliance, Resolution, Providence and Good Hope. Eskimo, coming from the Arctic by the Coppermine, occasionally use the Great Bear route for short trading excursions to Norman, the highest point these denizens of the Arctic visit on the Mackenzie.

Where the river broadened and shallowed in struggling channels below the mouth of the Great Bear we passed the lone derrick marking the site of the discovery well of the Fort Norman oil field. The bringing in of this isolated wildcat with a flow of several hundred barrels a day of high gravity oil precipitated a rush of boomers and black gold argonauts which threatened for a time to assume the proportions of a Klondike stampede. The enormous cost of exploration at so remote a point in the very short summer season fortunately made extensive drilling prohibitive for any but the powerful Standard Oil subsidiary making the discovery. This kept wildcatting down to a minimum, preventing huge expenditures that would have been dead losses even if further oil pools had been tapped.

Even with oil and gasoline prices averaging higher on the Mackenzie than ever any other equally extensive region in the North Western Hemisphere, the Imperial Oil Company has so far been unable to exploit its discovery commercially. Demand is not large enough to warrant a refinery, while it has apparently been impossible to offer the crude oil to the Hudson's Bay Company at a price that would justify it in converting the river steamers to the use of liquid fuel. The discovery well is capped at the present time, the weather-beaten derrick standing as the single sentinel of what, when its turn comes, may prove one of the great oil fields of the continent.

What is marked on the chart as Sans Sault Rapid provokes no more than an undulant rippling on the broad bosom of the Mackenzie, but just above where a wall of gray-brown rock marks the portal of The Ramparts there is a wide bank-to-bank belt of broken white water which effectually bars the passage of the steamer after the moderately high water of August. When a third trip is made to the delta the useful little gas-boat is used below Norman, and even that handy and powerful craft has been delayed more than a week in fighting its way up this troublesome rapid. The previous season, even when the barges had been tracked up along the bank by Indians, the power-boat itself only won through after many days of unsuccessful battling.

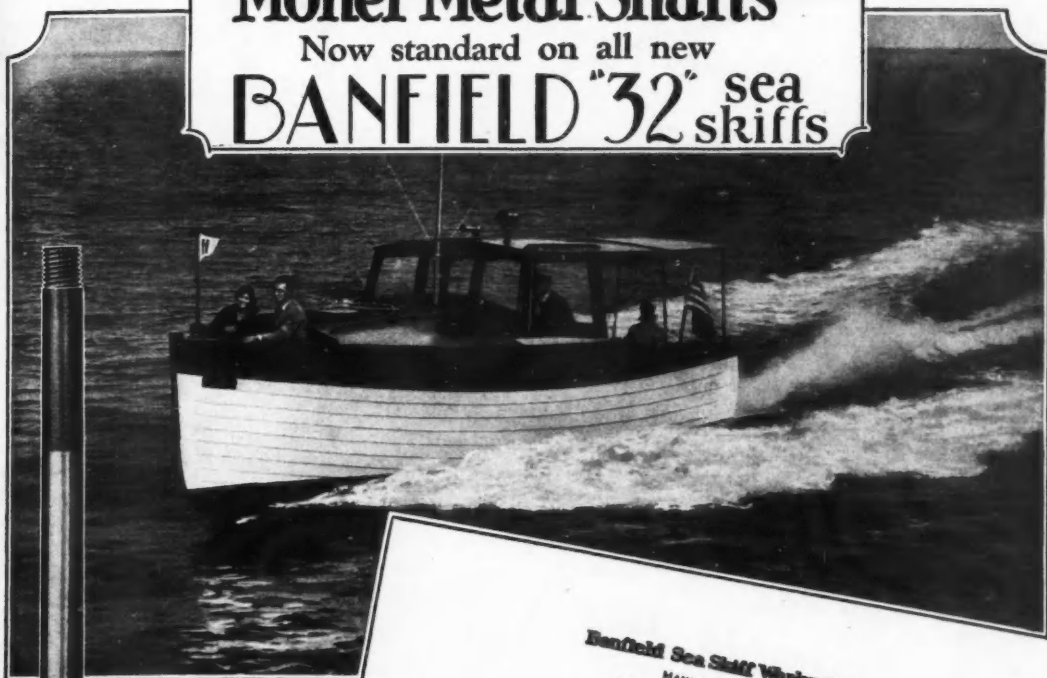
There was an amusing incident in connection with the ding-dong fight Distributor had in getting back over the Rampart Rapid on her return voyage. Among the two or three American tourists aboard was a chemical Titian with the temper of a dyspeptic prima donna and the voice of a contralto hyena. Mis-laying a fur coat while rhapsodizing at The Ramparts, she forthwith assumed it had been stolen and insisted on a search of the ship. Side-stepped by the diplomatic police inspector, she carried her complaint to the Captain.

The choice of time was not a happy one. That gorgon head was thrust through the pilot-house door to the accompaniment of an air-splitting wail of wrath just as the snorting Distributor, forced to the last kick of her engines, was trying to make up her mind whether to push her nose over the last baffling riffle or side-slip onto a mighty fang of bedrock which thrust through

(Continued on page 104)

Monel Metal Shafts

Now standard on all new
BANFIELD "32" sea skiffs



The New Banfield "32" Sea Skiff for 1929. Monel Metal propeller shafts with Goodrich Cutless rubber bearings, are now a standard power factor in these sturdy, sea-going cruisers.

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets—tubing—strip—wire rope—wood screws—nails—rivets—bolts and nuts—lag screws, etc. Have your next boat put together with Monel Metal wood screws.

For detailed information about Monel Metal in any form, write to The International Nickel Company, Inc.

Banfield Sea Skiff Works, Inc.
MANUFACTURERS
GENUINE JERSEY SEA SKIFFS
802 LEXINGTON AVENUE
NEW YORK

October twenty-third, 1928.

International Nickel Company,
67 Wall Street,
New York City.

Gentlemen—

It affords us a great deal of pleasure to inform you of our decision to make Monel Metal Shafts standard equipment on all 1929 model BANFIELD "32". Our experimentation with Monel Shafts has extended over a period of two years and has passed the laboratory test of actual usage under every sort of condition.

In building the BANFIELD "32", our main idea is to give to the public a boat that is just as complete and troubleproof as the modern motor car. By using the Monel Shafts, in conjunction with the Goodrich Cutless Bearings, we find we not only get away from vibration but also practically eliminate the bent shaft nuisance which happens so often with the older type of shafting.

We take this opportunity to thank you for your part in making it possible for us to offer to the boating public the perfect unit we have in the BANFIELD "32".

Cordially yours,

BANFIELD SEA SKIFF WORKS, INC.
Chas. R. Hindman
Vice President.

SEND FOR FOLDER—"SHAFTS THAT STAND THE GAFF"

Monel Metal shafts are equally appropriate for use with bearings of babbitt, bearing-bronze, or Goodrich Cutless rubber bearings

Monel Metal is a technically controlled Nickel-Copper alloy of high Nickel content. It is mined, smelted, refined, rolled and marketed solely by The International Nickel Company, Inc. The name "Monel Metal" is a registered trade mark.

MONEL METAL

THE INTERNATIONAL NICKEL COMPANY, INC.



67 WALL STREET, NEW YORK, N. Y.

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

In the

570 Fifth Avenue
New York

October 19, 1922

Mr. Chas. A. Hindman, Vice Pres.,
Banfield Sea Skiff Works, Inc.,
502 Lexington Ave.,
New York City

My dear Mr. Hindman:

You will, I am sure, be glad to learn how my son and I, with a crew of two Newfoundlanders fared on our long cruise to the far north on the Columbia University-Labrador Eskimo Research Expedition.

We finally provisioned in Bay of Islands, West Coast of Newfoundland, leaving there July 7th. We passed Greenly Island, of Bremen fame, counting 47 huge icebergs within ten miles of there as we entered the Straits of Belle Isle on our way to Battle Harbor from whence Peary announced discovery of the North Pole.

We stopped at Indian Harbor where the most northerly Grenfell Hospital is situated. Commander MacMillan's Bowdoin came into Port. We passed the most northerly lighthouse at Ford's Harbor on the 23d. From there north there is not the semblance of a marker to guide the mariner. We picked our way cautiously along the uncharted, forbidding coast, and in our search for nomadic bands of Eskimo explored fjords of magnificent grandeur, some unknown to white-man, and reached Cape Chidley, the most northerly tip of the Labrador and entered Hudson's Strait on August 8th. We went into Ungava Bay to Port Burwell, the most northerly Labrador Hudson's Bay Post, spending from August 10th to 12th there. We were cordially received by the Royal Canadian Mounted, Hudson's Bay Factor and about one hundred primitive Eskimo. NANU was the only privately owned boat to reach there this year, and such there once a year. We stayed only two days for fear of being frozen in for the winter and started south, passing the most northerly lighthouse August 24th, having spent just a month along an uncharted and unmarked coast.

We returned to Bay of Islands, Newfoundland, September 8th. During the two months according to our daily record, we had travelled approximately 5600 miles, encountering considerable fog and some very rough weather, but the slight little NANU was equal to every demand. No matter how high the waves or rough the sea, her bow never once dipped into blue water even though the spray at times flew over the mast head. It was a mighty test for the smallest boat that ever ventured into the arctic.

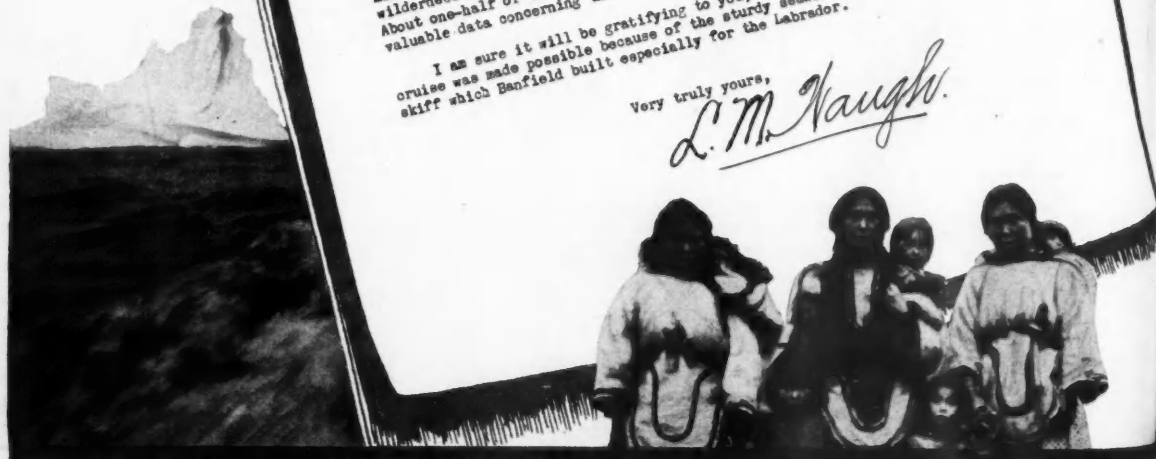
My son and I hastened home from Newfoundland for the opening of school. Our crew was augmented and brought her home, reaching New York October 10th, completing a cruise of nearly 6000 miles.

I have 4000 feet of standard size motion picture film and some 200 lantern slides which I believe you will enjoy seeing. To us they are reminders of a glorious summer spent in the solitude of the bleak northern wilderness some of the time in territory where white-man had never been. About one-half of the photography is of these regions. We brought home valuable data concerning the Eskimo.

I am sure it will be gratifying to you, to know, that this wonderful cruise was made possible because of the sturdy seaworthiness of the sea skiff which Banfield built especially for the Labrador.

Very truly yours,

L. M. Vaughn.



JANUARY, 1929

Land of the Midnight Sun



BANFIELD "32"



When Dr. Leuman M. Waugh organized the Columbia University-Labrador Eskimo Research Expedition to study the Eskimo in his native habitat and to explore fjords along Labrador's unmarked coast he selected a Banfield cruiser. Long experience

with boats convinced him it would take a very stout craft to withstand the gruelling test of 3800 miles of cruising in the swirling, turbulent and

ice filled waters through which the expedition must pass. The requirements were for a small boat of shallow draft which could enter the narrow inland passages where white men have never been before. A boat that could be beached at will. A fast boat and one capable of long runs without frequent refueling. And above all a sturdy, rugged and absolutely seaworthy craft of iron-tough construction.

Is it any wonder then that Dr. Waugh selected a Banfield sea skiff?

These same advantages are available in Banfield "32," the world's fastest standardized Cruiser. See it at the New York Motor Boat Show, January 18th to 26th.

BANFIELD SEA SKIFF WORKS INC.

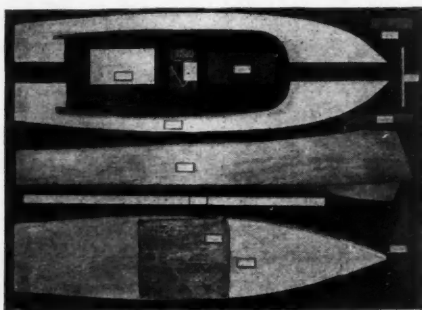
SALES OFFICES AND PERMANENT EXHIBIT
277 Park Ave. Bldg. - 502 LEXINGTON AVE. - New York City
PLANT: ATLANTIC HIGHLANDS, NEW JERSEY
ENTRANCE
LARGEST BUILDERS OF
SEA SKIFFS IN THE WORLD

Get Your Boy One (for Yourself)

Build an Authentic Model Boat or Engine



Any Boy Can Build This One



A REAL boy will enjoy having an authentic model power or sail boat built by his own hands from a Boucher scale model construction set. Minnow shown above is only one of a number of fast Boucher runabouts. The construction set furnished for Minnow is complete in every detail. Each part is shaped, ready for assembling. Set includes brads, screws, glue and detailed instructions. Minnow uses no acids, flame, heat or electricity. It is equipped with a Boucher high-speed spring motor which runs about five minutes at a speed of approximately three miles an hour. Price of construction set with motor, \$10.00 F.O.B. Price without motor, \$4.00 F.O.B.

STAR Boat Construction Set

THIS beautiful sailboat is a miniature replica of the famous International Star Boat. It is perfectly balanced and sails just like the big boat, of which it is an accurate copy on a scale of 1 1/2 inches to the foot. Any boy can build this boat, and his daddy, too, will have many enjoyable hours in helping son to build this wonderful model boat. The STAR construction set consists of all wooden parts shaped, lead keel, all screws and brads, sail material, spars, small pline, sand paper, rigging cord and deck fittings. Complete instructions for assembly are furnished. Price, \$8.00 F.O.B.



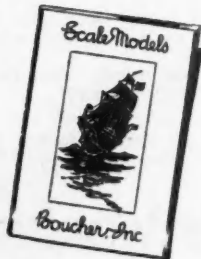
Complete Supplies for Model Builders

We also have construction sets for one- and two-cylinder double acting slide valve engines, two- and four-cylinder motors. Complete line of Hulls, Special Lumber for Spars, Planking, Decking, etc.; Propellers, Cleats, Airports, Ventilators, Ball Stanchions, Davits, Capstans, Binnacles, Rigging Line, Sail Cloth, etc. Also scale blueprints of historic and modern vessels.

This Book FREE

with any boat or engine ordered. The book "Scale Models" is invaluable to anyone interested in Model Boats and Ship Models. It contains useful information on history of steam engines, nautical terms, knots, hitches and splices, hints on painting and finishing, etc.

Send 25 cents today for a copy of "Scale Models"



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415 MADISON AVENUE Dept. BJ NEW YORK

Boating on Arctic Waterways

(Continued from page 100)

a tumble of foam within spray-flip of the floundering wheel. With tense, anxious faces, Captain and Pilot were watching what was literally an inch-by-inch crawl when they were swept fore-and-aft by that syrenic squeal. Both ducked at the devastating sound but only the Captain swung to face it. The Pilot, with the fate of the ship in his hands, kept his eyes glued on the river and his fingers frozen to the kicking wheel. From my vantage on the stern of the barge I saw the swift but satisfying sequel unroll.

Captain Gardner was the gentlest, mildest, most self-effacing man that ever trod a deck. His refusal to wear a uniform on account of the implied superiority was the despair of the Company, which kept him on nevertheless because he was the best river navigator in the North. I had heard him beg a dock-hand to "Please help me drag this gangway jest a leetle more aft." That's how kind and gentle the man was.

But as the import of that Banshee wail and the plaint spat forth in the sizzling wake of it became clear, something snapped inside of that grizzled dome. He did not reply; he did not even speak; he simply roared. But what a roar it was! The chest-throbbing rumble of the gorilla would have sounded like a canary-bird trill beside it; the thunder of the rapid was reduced to the tinkle of a woodland rill.

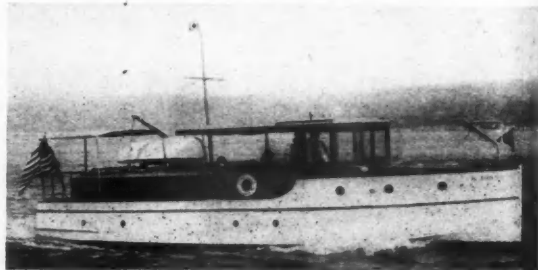
The young cockney steward who had clambered up beside me on the barge shot one appraising glance at the drooping figure that oozed inertly out of the door of the pilot-house companionway to the upper deck and then, cupping his hands, shouted into my ear above the resuming roar of the rapid:

"G'bly'me, but would ye twig the wilt of 'enna 'eaded 'Annah?"

Then the dutiful lad climbed across to the steamer and restored to Henna Headed Hannah the fur coat he had just picked up on one of the canoes of the deckload.

(To Be Continued)

NEW LINE OF FLEETWINGS



The popular 40-foot Fleetwing Cruiser

Word has been received from Frank V. Borick, sales director of the Greenport Basin and Construction Company to the effect that the line of boats to be handled during 1929 will include several new and additional models. Prominent among these will be a 50 foot cruiser equipped with twin Buda engines and another one generally similar 55 feet in length with the same power plant as the 50 foot boat. These boats will also be equipped with other power plants as might be selected. The Fleetwing 40 foot cruiser has been improved in several particulars and will now appear in two types with and without an enclosed bridge deck. In addition to these there will be two types of 28 foot sea skiffs of excellent speed and seaworthiness. These will be arranged, one in the usual manner and the other with a forward cockpit which is so popular in boats.

The show room of the newly incorporated Fleetwing Yacht and Shipbuilding Corporation will be transferred to a new building at 152nd Street and the Hudson River. A concrete and steel fire proof building of ample size has been erected from which the affairs of the corporation will be administered. The several boats will each be constructed in separate plants.

NEW AUTOPULSE FUEL PUMP

The Autopulse Corporation, 2821 Brooklyn Ave., Detroit, has purchased the Autopulse electric fuel pump from the Ireland & Matthews Co.

They plan to discontinue the present model and bring out a greatly improved pump. This will be ready for the trade this month.

The new pump is to be larger and strongly built, with greatly increased pumping capacity. Literature describing this new model is now ready for distribution.



Steer Straight for the Home Port!

When You Want to Know Anything
About Motor Boating in New England

Our Information Service Includes:

Suggestions for selecting
New England lake resorts,
camps, or fishing grounds.

Where to go for motor boat
races in New England—dates,
requirements, entrance and
prizes.

Information about ocean
cruising off New England
coast.

Suggestions for selecting
motor boats or equipment to
suit special needs.

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motor boat care and operation.

In short, if it's about motor
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ASK us your questions about the best lakes in
New England for boating, racing, or fishing.
Ask us about hotels, camps, camp-sites, and
transportation.

Bring us your motor boat problems. We can give
you many pointers which will help you get more
satisfaction out of your boat.

As authorized New England agents for leading
makers of boats of every type and class, we can sug-
gest the right boat for your needs at the price you
want to pay.

Read the outline of our Information Service at left,
and you will understand why we are known as the
Home Port of Motor Boating in New England. You
are cordially invited to use this service at any time.
Write, phone, or call in person.

*Authorized New England Agents for: Staples &
Johnson Cruisers, Dodge Water Cars, Scripps Mo-
tors, Ludington Hydros, and Boyd-Martin Out-
board Boats. Dealers in Johnson Outboard Motors.
National Distributors for Savage Universal Bracket.*

EASTERN SERVICE MARINE Co.

The Home Port of Motor Boating in New England

780 Commonwealth Avenue

Boston, Massachusetts

Richardson Cruisabouts



Now Represented by

BRUNS-KIMBALL

in the East

Latest Models

Now on Display

at our

New Marine Salon

Fifth Ave., Corner of 15th St.

New York City

Also complete line of

Matthews Cruisers

Hacker Runabouts

Both Open and Sedan Models

Sterling Engines

and

Kermath Engines

*Come and inspect these boats and engines at the
country's largest permanent marine showroom*

BRUNS-KIMBALL & CO.

**Fifth Avenue, Corner of 15th Street
New York City**

BRANCH: 102 S. 4th ST., PHILADELPHIA, PA.

Speed in Boat Service

(Continued from page 49)

any sum under three figures. The owner of the motor yacht probably limped away cursing, but the experience taught Lyon & Tuttle something.

Straightway the new yard got busy—even busier than it had been before. Tracks were laid down paralleling the marine railways, and a cross track was constructed to link them up. Low, wheeled cars with I-beam frames were put together and provided with adjustable cradles. Before the summer was over the system was in such smooth working order that three or four boats could have been hauled each tide, shunted aside and the railway left empty for anybody who came along in a hurry. This winter many of the boats in storage rest on the wheeled cradles. In the spring if the man who hauled out first wants to go into the water first he need not be disappointed. By the mere switching of a few cradles he can be brought to the head of the railway and launched. Next winter, there will be a wheeled cradle for every boat in storage.



Howard W. Lyon, who is responsible for the modernization of the shipyard at City Island

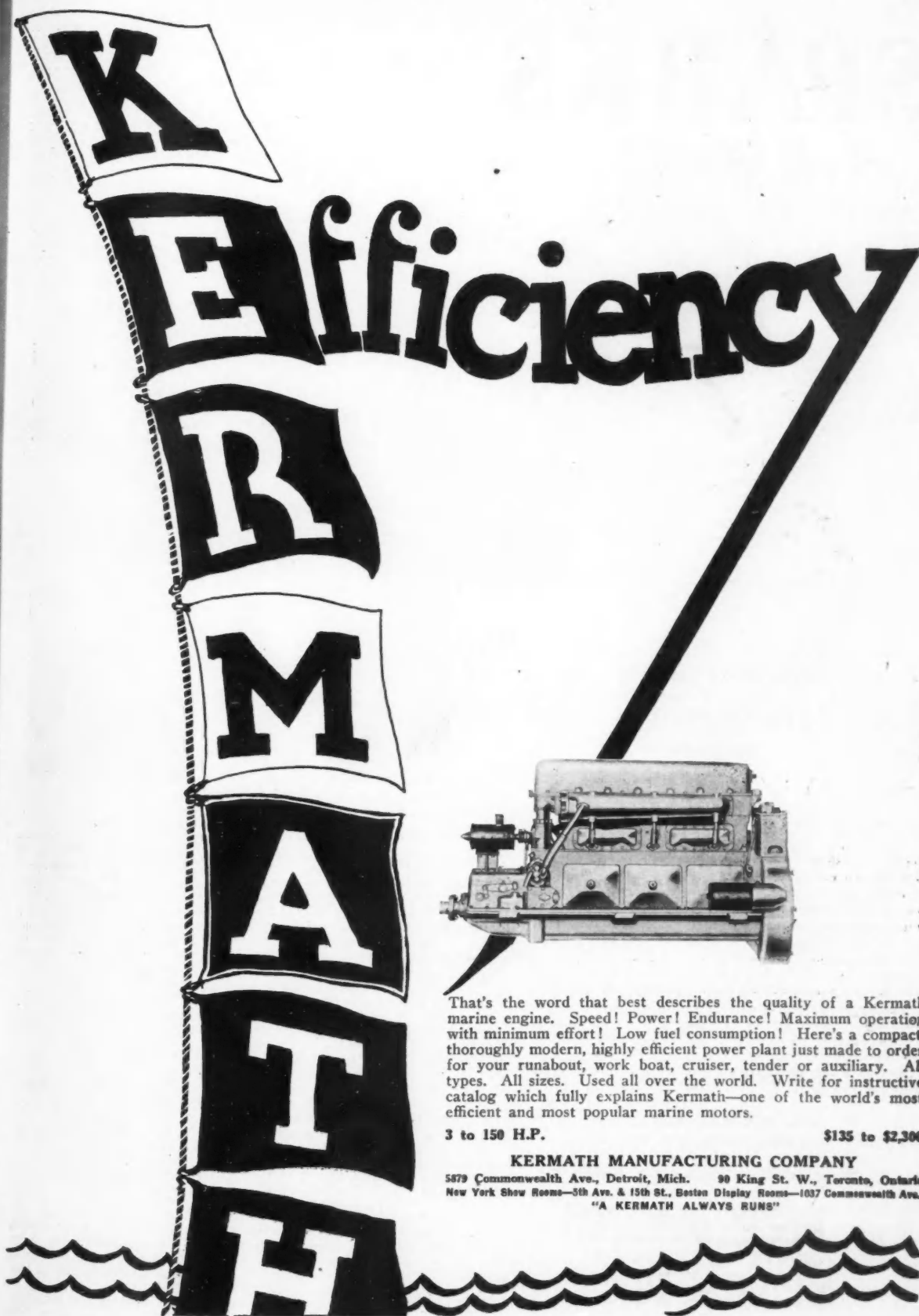
Such labor saving devices as these, together with the piping of water, air, and power to all parts of the yard, increase the capacity of the plant and reduce the cost of individual jobs. Coupled with these and other evidences of efficiency, there is the announced intention at Lyon & Tuttle's of going after the servicing of modern high-speed runabouts and cruisers and achieving a name for quick, able work and honest prices.

At present in most parts of the country the fifty-miler is an outcast. Big yards with the equipment for hauling a 200-foot motor yacht and doing a \$100,000 job on her can't spare the time to haul a 30-footer that needs no more than a new strut bearing. Other yards of less pretension, but catering to cruisers or sailing craft, may not have the skilled mechanical force needed for high-speed conversions. The Lyon & Tuttle yard will do the big work that comes its way, but not at the expense of the small craft in which it specializes.

In active charge of the mechanical end of the plant is D. Stewart Tuttle, partner in the enterprise and a man who has been associated with marine engines since boyhood. Mr. Tuttle's father was so much a pioneer in the field that he was granted by the United State Patent Office the seventh patent issued to any

(Continued on page 108)

JANUARY, 1929



That's the word that best describes the quality of a Kermath marine engine. Speed! Power! Endurance! Maximum operation with minimum effort! Low fuel consumption! Here's a compact, thoroughly modern, highly efficient power plant just made to order for your runabout, work boat, cruiser, tender or auxiliary. All types. All sizes. Used all over the world. Write for instructive catalog which fully explains Kermath—one of the world's most efficient and most popular marine motors.

3 to 150 H.P.

\$135 to \$2,300

KERMATH MANUFACTURING COMPANY

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Mention MoToR Boating, 57th St. at Eighth Ave., New York

SPARKS

-two kinds-



....you need them both

One for cold work and one for hot.

When you start your engine, the gas is hard to ignite. It's cold. You need a short, thick, concentrated power spark to vitalize the gas vapor. That means a narrow spark gap.

But when your engine is running, you need a long, smooth spark to burn *all* the gas, to reach every atom of the fuel and shock it into life. That means a wide gap.

No fixed gap spark plug will meet both conditions perfectly. The fixed gap is a compromise that takes something from both attributes.

The MotoMeter Self Adjusting Spark Plug does not compromise. It gives you a narrow gap for easy starting and a wide gap for smooth, economical, powerful running. All automatically! A little strip of thermostatic metal does the trick.

You have two spark jobs in your engine. Try MotoMeter Spark Plugs for this double duty and watch the difference!

The MotoMeter Company, Inc.
5 Wilbur Avenue, Long Island City
New York

The MotoMeter Co. of Canada, Ltd., Hamilton, Ont.

MOTOMETER
SELF-ADJUSTING
SPARK PLUG

Speed in Boat Service

(Continued from page 106)

type of gasoline engine. From 1895 to 1913 everyone who knew engines knew the Tuttle two-cycle, and for at least five years of that period the Tuttle dominated the field.

But that is ancient history. Now, under Mr. Tuttle's supervision the City Island plant is assembling its own aero-marine engines, and in a separate building, completely equipped with machine shop and test equipment the engines are being turned out for the Sea-Lyon 36-foot model. For the work of servicing express motor boats is but one part of the program. The existing buildings have been revamped, heating and power plants installed, and machine shops built and equipped. A stockroom has been set up and systematized, a joiner shop instituted and a mill with the latest machinery. Test models have been built and subjected to the severest trials on the Sound, production lines have been established, and already a flotilla of speed boats is under way.



Stewart Tuttle, the mechanical engineer in charge of that end of the Lyon-Tuttle plant

The complete line of Sea-Lyon craft offered for the coming season comprises a 36-foot step hydroplane with a speed of about a mile a minute, a 30-footer; a 28-footer; and a 24-footer. In addition to these runabouts there is a 42-foot step commuter, powered with two Sterling Petrels and rated at 42 miles, although suitably laid out for cruising as well as commuting. These five models will be exhibited at the New York Show.

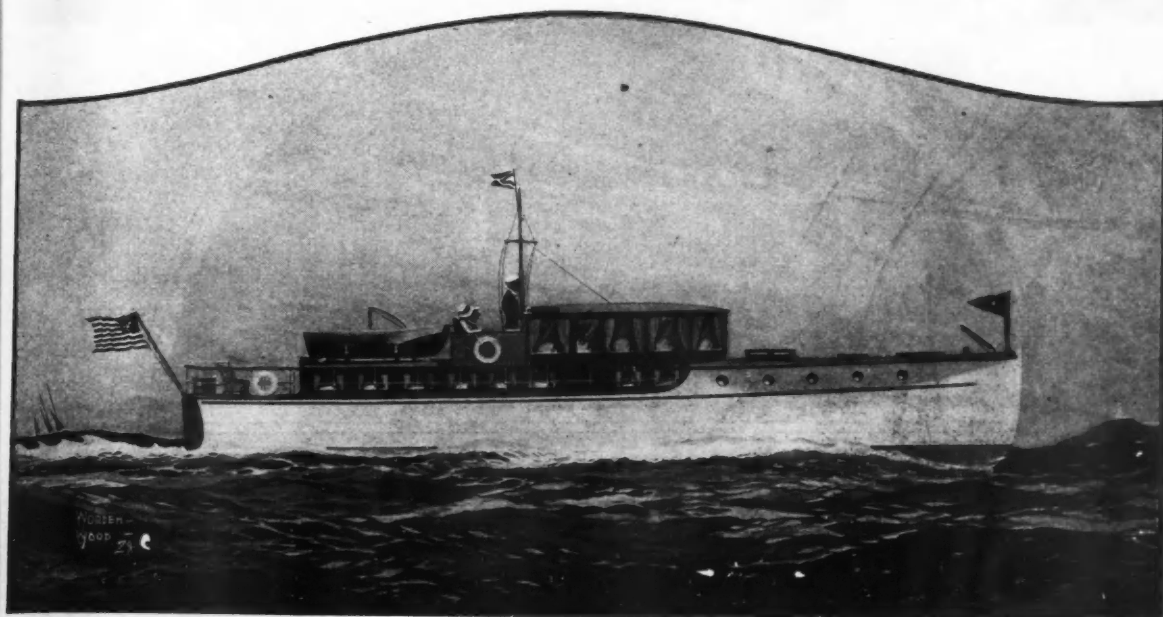
The initial building program calls for 200 boats, and many of these have already been sold sight unseen to old customers who have previously had satisfactory dealings with Mr. Lyon. The plant, though it has operated under the present management for less than a year, represents the accumulated experience of many years in the building and operation of high-speed boats and motors. All of the bugs that have been observed in old models have been avoided in the design of the Sea-Lyons, and if new bugs develop it will be the ambition of a highly efficient service organization to find and eliminate them.

Servicing motor boats in the projected Lyon & Tuttle manner is a new departure in the marine field which will be enthusiastically greeted by all nearby owners of these craft. If the past experience of the management may be taken as a criterion the new venture will be a thundering success.

CONVERTING THE OUTBOARD TO INBOARD USE

One of the latest devices to be perfected for use with an outboard motor is a fitting which permits of the motor's attachment as a permanent inboard installation. It has been patented by John Hacker, whose brother has built about eighteen boats this year, with this type of installation. Attaching the outboard in this way, a self-starter may be used, if desired.

Installation is very simple, as the motor is secured by only two bolts, which, when fastened, make it rigid and lock it to the propeller shaft.



ANNOUNCING THE NEW COMMUTER-CRUISER

LENGTH 56 FT. SPEED 30 M.P.H.

DESIGNED BY LORD BUILT BY LAWLEY
A COMBINATION INSURING BEST IN DESIGN AND CONSTRUCTION

Possesses All the Qualifications of a Commuter
Plus Fine Cruising Accommodations

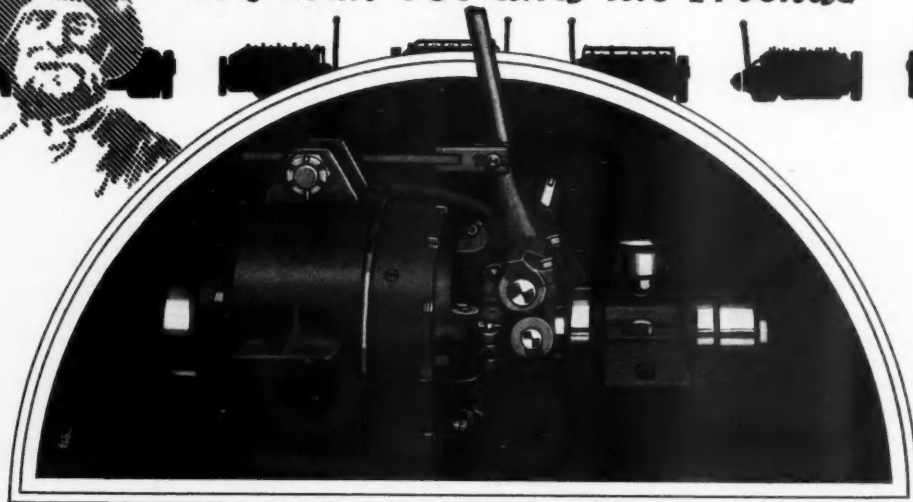
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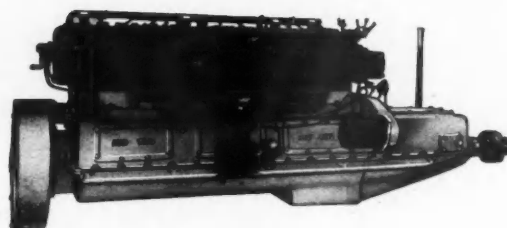


Old man Joe and his Friends



on the RED WING THOROBRED

Joes Gears have long been a part of the Red Wing Model D10-14 h.p. engine. The newer sizes—the high speed Arrow 40-60 h.p.—the BB-SIX "Special" 75-100 h.p.—the Big Chief Special Six 110-115 h.p. also use Joes Gears.



"Joes Gears have certainly met all the requirements of these powerful motors."

—J. R. Trautner

Sales and Service in 30 Ports—

New York—Sutter Brothers
Boston—Gray-Aldrich Co.
Phila.—W. E. Goshenaw
Baltimore—Mahan & Gail,
Inc.
Washington—Barber & Ross
Norfolk—Gas Eng. & Boat
Corp.
Miami—Borger-Pease Co.
Mobile—Marine Supply Co.
New Orleans—A. Duvie's
Sons
Galveston—Gal. Marine
Supply
Wilm., Cal.—Fellows &
Stewart
S. F., Cal.—Johnson, Joseph
& Jesselyn
Portland, Ore.—Marine &
Fisheries Supply Co.
Seattle—Pacific Marine Eng.
Chicago—W. L. Masters &
Co.
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mann
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Grand Rapids—Mich. Wheel
Co.
Cleveland—William F. Meier
Clayton, N. Y.—St. Lawrence
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Co.
Rochester, N. Y.—V. E.
Lacy
Vancouver—Hawer-Boeching
Toronto—A. R. Williams
N. B., Can.—McAvity &
Sons
Newfoundland—John Barron
Canada, Can.—Fairbanks
Morro
Buenos Aires—Jose Banham
Rotterdam—Fred J. Kemper
London—J. King & Co.
Melbourne—Armo Cycle Co.

Mr. Trautner, President of the Red Wing Motor Co., also states that their "customers have been very well pleased with Red Wing engines equipped with Joes Gears." "Pleasing the customer" has been Old Man Joe's motto for more than twenty years. May we send you Bulletin 27A describing all of Joes Gears? Write The Snow & Petrelli Mfg. Co., 19 Fox St., New Haven, Conn. 1929 vest pocket calendar and "Rules o' the Road" free on request.

The double-clutch forward drive of Joes
Gear is fully protected by patents.

JOES FAMOUS REVERSE GEARS

REVERSE 80%~88%
of Motor Speed

To Judge FINE RUNABOUT PERFORMANCE *You must Ride and Drive this NEW HACKERCRAFT Yourself!*

Built into each one of the New Hackercraft models for 1929 is a quality and tangible beauty that readily distinguishes these handsome boats from all other runabouts built. On the show room floor, at its moorings, or in thrilling action, the New Hackercraft presents an alluring picture of ultra-modern design . . . of detailed luxuries . . . a new order of runabout refinement and riding perfection. Those who have already seen and driven the 1929 models acclaim them by all odds the most attractive, smartest performing boats of their kind. Don't fail to inspect the New Hackercraft series today. On Display—*New York*—5th Avenue at 15th Street and 50 West 17th Street; *Boston*—1043 Commonwealth Avenue; *Philadelphia*—102 South Fourth Street; *Palm Beach, Florida*.



FOUR MODELS
24 • 26 • 29 • 30 Feet
Sedan and Open Type Design
Speeds from 33 to 42 miles per hour

HACKER BOAT COMPANY, Mt. Clemens, Michigan



This Book—Our Gift to You!

The new Yachtsman's Guide is the only complete, up-to-the-minute yachting encyclopedia published. It contains 500 pages crowded with just the sort of practical information every motor-boat man wants. A copy of this invaluable volume should be aboard every boat and in the library of every yachtsman's home—on hand for immediate reference at all times. The following list gives you merely a partial glimpse of the wealth of material this book contains. Read it—then send for your copy at once!

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Hundreds of helpful hints on outfitting and overhauling.

More than 100 Motor Boatmen's Charts for the entire Atlantic Coast, Great Lakes and Canada.

Marine Laws—Rules of the Road at Sea.

What to do if the motor stops unexpectedly.

Times of high and low water and direction and velocity of tides in all ports.

Latitude and Longitude Tables, giving locations of over 1,000 points.

All kinds of marine codes, flags, etc.

Details of hundreds of cruise routes, description of ports and channels, marine signals, codes, flags, etc.

Characteristics of lights, buoys, fog signals, etc.

Numbering Law—How to obtain numbers for your boat.

What to do in a storm—to prevent collisions

How to organize a yacht club—Constitutions and By-Laws and many other helpful features.

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Who's Boss on Salt Water

(Continued from page 41)

with great vigor. A capable looking motor dory changed its course and headed toward them.

"The Coast Guard!" exclaimed George. "Clare, for Pete's sake, sit down! We don't want a rescue. No—No,—fellows—we don't need help. All right—we're all right."

The two stalwarts in the dory paid no attention, but drew up alongside.

"Get in there,"—snapped the older to his young companion, "and take those fellows through the inlet."

The husky youth in the red jersey obeyed, and the dory stood off while he trimmed the sheet, told George to sit down out of the way, and beat back and forth in a hopeless effort to best the tide. Then the dory threw them a line, they let down the sail and followed ingloriously in the wake of the motorboat. All the way home, George and his friend expatiated on what they would say to the old rascal that rented them this blankety blank boat. The nearer shore they got, the fiercer their threats became, and when the dory left them they talked louder than ever.

Captain Joe was waiting at the dock. He had removed his pipe, and had George not been in such a heat, something far from benign in the captain's expression might have lessened his eagerness for the first word.

"What do you mean," shouted George, springing wet and disheveled upon the dock, "by renting us this beastly tub."

"What do I mean," barked Captain Joe, as the crowd commenced to gather. "You think I'd have hired airy boat of mine to you if I'd knowd you had no better sense than what you got? Take a boat like that outside on an ebb tide in a sharp northwester? It ain't the boat; it's you. Of all the darned fools? Wind again you, tide again you. Know'd the bay, did you? Knowed the inlet too, hey? Guess you know it now."

And more, much more, far too unchaste for these pages. Not a word from George and the prince of industry. As the lecture proceeded, they hung their heads like school boys, sheepishly paid for the boat, sheepishly murmured, "Goodnight, Cap'n Joe," and silently walked homeward.

"Never," finished Mrs. George with a most unwifely giggle. "Never have I seen two grown men so successfully spanked."

We were on the bay at Beach Haven when Mrs. George told this tale. It was a hazy August afternoon last summer, and there were four of us in my little sloop—what Beach Havenites call a one designer—all boasting perfectly good husbands, and perhaps not perfectly good children on shore, all of us reared in the salt water tradition. We had been loafing down the bay in a mild southeast breeze, and were nearly at the new inlet when a fishing launch with Captain Tilt Fox at the wheel passed headed for home. Captain Tilt shouted, and I returned a lazy greeting, whereupon Captain Tilt shouted louder and waved an arm to the west.

"He means, go home," translated Mrs. George.

I swung the tiller over, and we were about and headed for home before I knew what I was doing. Instant obedience to the old captain was instinctive; if Captain Tilt said Home, why, home it was. Not until we were scudding before the wind did a glance to westward show the reason for Captain Tilt's command. A huge black cloud was advancing upon us against the wind; hidden by my sail I had not seen it, and the eastern sky was still a misty blue. Mrs. George answered my shamefaced grin with the remark, "Those old fellows are always right." And then she told the Cape May story.

They have been right so often with me that it is no wonder my obedience is automatic. The first calling down I can remember from one of these Jersey bay Captains took place—Oh, fifteen years ago. Abe Price did it—"old Cap'n Abe" even then. Wrinkled brown leather face, teeth blackened and worn down by a pipe of superlative ferocity—weatherbeaten, was Cap'n Abe. I used to wonder whether he had not been born old.

It was over by Long Point that he caught me. I was in a sneakbox, my first boat, and I had passengers, whether two or three I don't recall, but I know there were too many. We were all sitting to leeward, in order, as I explained afterward, "to make it tip more." Teetering perilously along, soaked to the skin, we giggled and fooled after the manner of carefree youngsters. Then retribution came up astern in the person of Cap'n Abe in his catboat, shaking his fist and yelling abuse. What he said I shall not repeat, but I remember it well, and I remember also the grinning faces of the party of fishermen with him—among them, oh black humiliation—two of my brothers. In about one second we had trimmed ship, reefed the sail, and were proceeding on a more even keel.

Those of us who studied in that school took our sailing seriously. A real sailor, we were taught, never gets his feet wet when he doesn't have to; we scorned to take silly or unnecessary risks on the water. With a row of seasoned sailors on the clubhouse porch to watch you come in, a clumsy approach to the dock, or

(Continued on page 114)

Another Fast, Commuting Express Cruiser Powered with a WRIGHT TYPHOON ENGINE



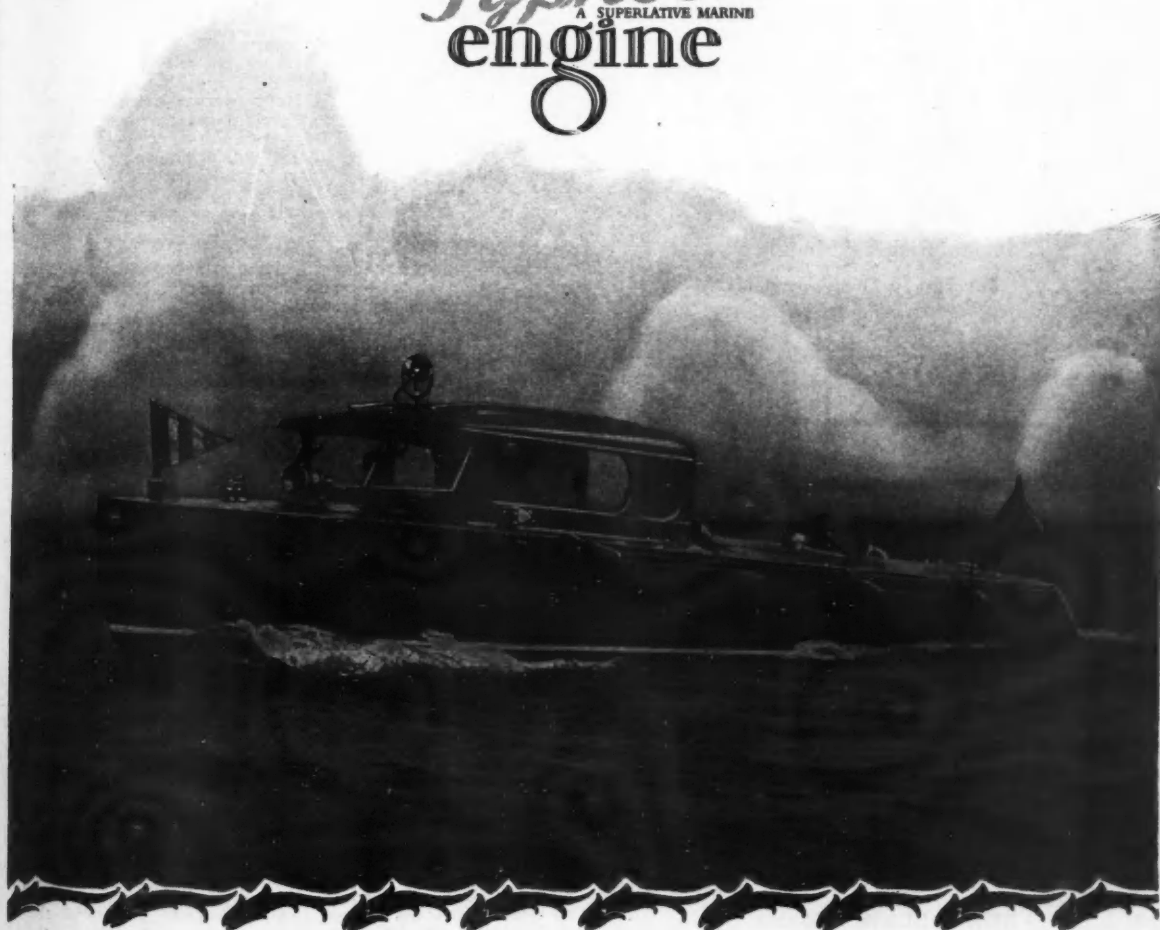
THE limousine cabined runabout "Tortoise" designed and built by Ditchburn Boats Ltd., Gravenhurst, Muskoka, Canada, for Mr. George T. Fulford, Brockville, Ontario, Canada is another of the reliable speed boats powered with Typhoons.

7½ feet beam, with passenger accommodations for ten persons including crew, is powered with one Typhoon Engine of 550 H.P., and has a turn of speed of over 55 miles per hour...Bulletin 10A, giving specifications and describing the outstanding features of Typhoon Engines, on request.

The "Tortoise" is 38 feet in length and

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Typhoon
A SUPERLATIVE MARINE
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Show January 18th to 26th

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A COMPLETE line of skiffs and smooth planked speed cruisers to meet the modern demand for both fast fishing or family cruising. Each model a leader in its class.

Twin-Screw Florida Fishing Models for Early Delivery

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21-ft. Baby Playmate—A combination out-board or inboard cruiser.

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36-ft. Playmate—Sport cruiser with private stateroom, very roomy. 21 miles per hour.

New catalogue ready. Can we mail you one?

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Who's Boss on Salt Water

(Continued from page 112)

a mooring missed, becomes less a joke than a disgrace. And somehow, its more fun that way; it means more. To this moment, I thrill with pride at the remembrance of a day when, after making a difficult landing in a stiff breeze, I walked past the row of tilted chairs and corncob pipes on the clubhouse veranda and Captain Larry Cranmer, the dean of them all, called after me:

"Nice work, youngster, you'll be a sailor yet!"

I remember too, one afternoon many summers later, when I was invited to go sailing with what our generation of flappers called a beau. It was race day, and in full sight of the crowded club house porch my cavalier, a man old enough to know better, tried to cut things too close and was knocked into the water by a neighboring boom. From sheer mortification I fell in after him while our boat, sail hanging mournfully in the water, floated down the channel.

Last summer, some half mile beyond the yacht club channel we picked out of the bay a baby mud hen. It was alive but very feeble after its long trip; it must have been carried out by the tide. My little girl, aged five, was with us. (We believe in training our sailors young). By the time we reached the dock the mud hen had become quite perky, but when we showed it to Captain Ed Crammer he shook his head. My little girl must have inherited my trust in the judgment of Jersey seamen, for she merely sighed and said resignedly.

"Well, if Cap'n Ed says we can't raise it, I s'pose we can't raise it. Mummy, go over and put it in the marsh."

One reason why the wisdom of old sailors seems so sure is because, except for the telling of yarns, they talk so little. Another reason is that small mistakes on the water bring such dire results. No need to tell this to the seasoned old salts who read MoToR BOATING. Landsmen, though—some landsmen—what a bluff they do put up when it comes to sailing! Prior to this summer, I had been forced to spend inland six dry and dreary years—at the business of raising a family (one small skipper and one smaller skipperette.) Before that we lived aboard our Getch for three months every year; as Captain and Crew the Professor and I patrolled the coast from Maine to Cape Charles. Last summer we fled to Beach Haven and took a house as near the water's edge as we could get and not fall in. Twice I invited men to sail with me; each time I modestly withdrew to the bow and let the males—rightful masters of the human race—do the captaining. The first captain (a sailor in his youth, but not so quick now at the tiller) missed the mooring three times. Forgivable, certainly. A woman would probably have done worse. But, my masters, I ask you, would a woman, when upon the fourth trial she finally grabbed the mooring—would she have blushed, or would she merely have murmured, as did this mighty male,

"Rotten place to put a mooring, anyway."

Next trip I had man and wife along, so wife and I again made ourselves scarce, after the manner of women, and left the glory to the husband. This particular husband, with a clear road ahead, swept gaily by the dock twice before he could make up his mind to try a landing—and then hurled onto a piling with a bump that splintered the bowsprit. And did he apologize? Was he chagrined? Did he explain, make his excuse? This was his apology:

"Here. You girls furl the sail while I speak to Cap'n Joe about the bait for tomorrow. Pity that kid in the garvey didn't get out of my way so I could have made the dock the first time!"

Now isn't that just like a man?

But gentlemen, we like you that way. Ladies prefer tyrants. And talk about your housecleaning tyrants! Well do I remember being put off my brother's yawl because my sneakers had round swirls on the soles and left a pattern on the deck. Yes, gentlemen, your place is on the quarter deck, ours—wherever you desire. You are the captain, the boss; we are whatever you command: mate, cook, cabin girl or first class entertainer. We will scour the skillets, clean spark plugs or dance the sailors hornpipe. Personally, we've done all three. Only, Captains Courageous, when you jump aboard the tender and pull for that white yacht riding at anchor, when the old hook, dripping ooze flops bump!—on the deck and the sea breeze comes in fresh over the marshes,—sail or engine, paddle or steam,—please—please—PLEASE take us along!

LYMAN BOAT WORKS MOVE

Demand for the Lyman clinker-built speed tenders and out-board motor boats has so increased that the Lyman Boat Works of Cleveland, Ohio, has found it necessary to move into larger quarters.

Their new home will be situated at the foot of First Street, Sandusky, Ohio, on Sandusky Bay. Both factory and office will be located here, and the size of the new plant will enable them to keep their production up to the increasing demand for their craft.

"The Best Reduction Gears We've Ever Used"--

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Give boat builders and the marine equipment trade a product of real merit and watch the response! The truth of this oft-repeated statement has been proven again in the case of Morse Straight-Line Reduction Gears. By letter and wire, inquiries and orders are pouring in! If you use reduction gears, it will pay you to get the facts on the new Morse line.

For all Classes of Passenger and Work Boat Service

Morse Straight-Line Reduction Gears are available in a complete range of sizes, suitable for engines of from 15 h. p. at 3000 r. p. m. to 200 h. p. at 600 r. p. m.

Perfectly adapted to Diesel installations as well as to light, high-speed engines.

In the smaller sizes, they may be had with either 2-to-1 or 3-to-1 reduction.

Let us help you with your reduction gear problems. A letter or wire will bring you complete information.

All five types offer these important advantages:

1. Lower installation cost.
2. Lower operation and maintenance cost.
3. Greater maneuvering and towing ability.
4. Less bulky power plant with more space for load.
5. More power at propeller.
6. Increased speed.

Patents Applied For

Write for further information.
State size of power plant.

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The DYER MOTORCRAFT CORP.
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will exhibit a complete 21-foot stock
runabout and a sectional hull
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Shots defy rain,
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GUARANTEED speed better than twenty-
five miles per hour.

Our Marine conversion appliance with
patented oil cooler makes possible continuous
running at high speed without overheating.

Write for catalogue.

TJBULER

SHOWROOM AND SERVICE STATION:
476 PASSAIC AVENUE KEARNY, N. J.
"Exhibit at coming Grand Central Palace Motor Boat Show"

Practical Knots and Splices

(Continued from page 45)

pull all strands tight. Make two more full tucks with each strand. Eyes in cable laid hawsers are not tapered. Cut end whippings and seize one and one-half strands of each tucked strand to one and one half strands of the adjoining tucked strands as shown in illustration. This is to prevent the strands from fraying out while towing under water. It is the usual custom when towing a vessel at sea in rough weather to shackle the eye of the towing hawser to one of the anchor cables, paying out thirty fathom or more of chain. This acts as a weight to keep the cable taut and there is no chance of the hawser chafing in the chocks, bitts or stem of the vessel being towed.

201. Eye splice in fishing line. This is made by threading each of the three strands into needles and tucking same as in the common eye splice No. 190.

202. Monkey Fist on heaving line. The monkey fist is used on one end of a heaving line to make the end heavier. The standard length of a heaving line for steamship work is from 15 to 18 fathoms and of 12-15-18 thread tarred hemp. One end of the line should be whipped or finished with a Spanish ending and a monkey fist tied in the other end. About three feet from the end make two round turns and tuck the end through these turns, then make two round turns around the body of first two turns, then tuck the end through the loops of first two turns, over the second turns, through other two loops of first turns, over body of second turns and continued around again. Work back all slack until it forms a hard round ball and cut end off short. Illustration is made in braided hemp line. The eye splice shown has been previously explained.

203. Common eye splice in hawser. This eye is tucked the same as No. 190 but do not forget to take out at least a turn of the lay before making the splice. After tucks are made leave one half to three quarters of an inch of ends for additional stretching. Some splicers make the two full tucks, then halve the strands and tuck, then seize half the yarns of the last tuck to half the yarns of the other half strands. This to prevent fraying out while eye is towed under water. With all eye splices of right handed gear, except sailmaker's splice, do not forget the rule: right hand lay, tuck away from you, and left hand lay, tuck toward you. While on the subject of splicing, it has been my experience, when splicing marled steel hoisting rope (steel wire rope each strand of which has been served) that this type of wire should have at least four or five full tucks as the steel strands do not come in direct contact with other steel strands when tucked and with only two or three tucks I do not consider it safe. I have witnessed a test where two tucks would not hold and the steel strands pulled through their marled casing. This type of rope makes excellent wheel ropes as it is strong, practically rust proof and when vessel is under way and vibrating will not rattle in the sheaves or fairleads.

SEA SCOUTS MAKE CRUISE



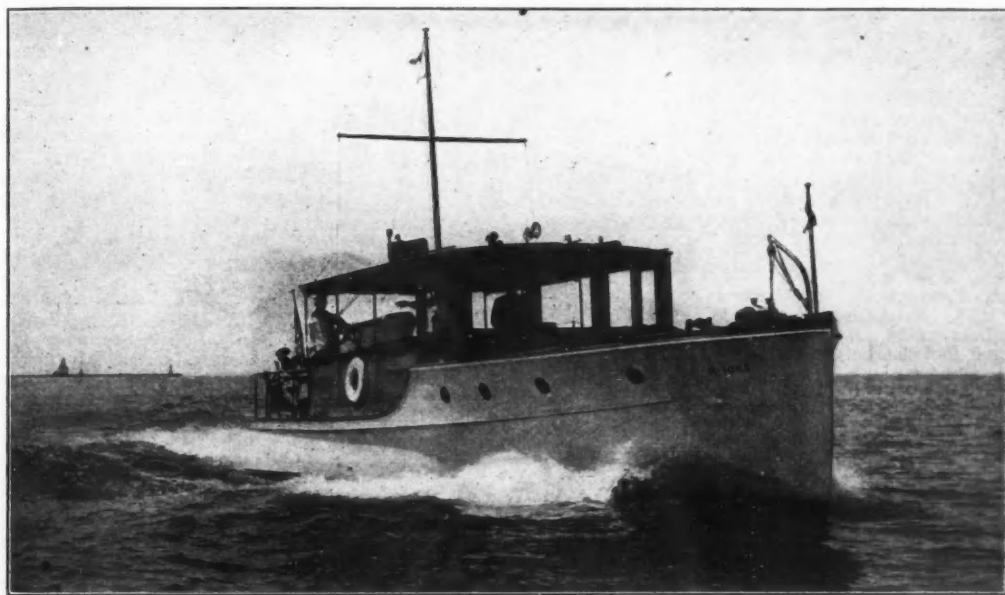
A very interesting and educational summer was spent by the Sea Scouts of Mount Clemens, Michigan, in 1927, on a cruise from Washington, D. C. to their home town. Their ship was an ex-Navy vessel, Sub Chaser No. 227, which was purchased for the trip.

A party of about twenty boys around fifteen years of age, under the guidance of Lt.-Commander W. J. Marshall, U. S. N. R., made the cruise, starting by purchasing a bus which took them to Washington, where the boat was located. As the ship had been out of commission for eight years, there was plenty of work to be done to get it in shape.

Their course first took them down the Potomac River to Annapolis, then into the Elk River, the Chesapeake and Delaware Canal, and the Delaware River to Philadelphia. They continued through the Raritan Canal, and on into New York Harbor via Kill Van Kull. After a short visit at the Columbia Yacht Club, they proceeded up the Hudson River and into the Barge Canal.

JANUARY, 1929

Dachel-Carter Present the Biggest 45-feet of Sea-Going Comfort



Salt-water equipped in every detail. Headroom, 6 feet 3 inches. Luxurious deck spaces—one-man control. Swifter than most cruisers—and beauty that is a continued joy to the most discriminating yachtsmen.

FIRST, she has built-in, sea-going ability rarely found in yachts of her size and will weather the strongest blow or the roughest sea. Add to that—double cabin privacy—bridge deck vision and ease of control—great cruising radius with better than fifteen-mile speed—superb, roomy accommodations for six to eight in the owner's party—a galley larger than the cooking appointments of most modern apartments. Then you have a clear picture of cruising in this finest of blue water ships . . . cruising with that restful relaxation which comes from the knowledge of your craft's unquestioned capacity to get you there

Larger cruisers custom built to your individual requirements from our designs or from your naval architect's plans.

. . . and 5 Basic Safety Features

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Benton Harbor, Michigan

YOUR INQUIRY WILL RECEIVE OUR IMMEDIATE ATTENTION

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

AMERICAN MOTOR BOAT RECORDS

(Continued from page 22)

5 Mile Amateur

Flying Scotchman, owned by D. Mackay, at Lake Elsinore, California, December 8, 1928. Built by Holt, Evinrude engine. Speed 36.81 m.p.h.

6 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.23.

10 Mile Amateur

Flying Scotsman, owned by David Mackay at Lake Elsinore, California, July 4, 1928. Built by B. Holt, Evinrude engine. Speed, 34.615.

Mile Trials, Free for All

Cute Craft Herself, owned by A. T. Buffinton at Albany, N. Y., July 6, 1928. Built by Cute Craft Corp., Evinrude engine. Speed, 37.749 statute.

C-U-Later, owned by M. Roy Brady at Detroit, Mich., on September 4, 1928. Built by Brady Boat Co., Evinrude engine. Speed, 29.4 nautical, 33.854 statute.

2 Mile Free for All

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.876.

2½ Mile Free for All

Firefly III, owned by Chas Holt at San Diego, California, October 14, 1928. Built by Fred Ashbridge, Wilmington, California, Evinrude engine. Speed 36.09.

3 Mile Free for All

Baby Whale owned by W. Hockenjos, Jr., at Greenwood Lake, N. Y., July 5, 1928. Built by D. N. Kelley and Sons, Evinrude engine. Speed, 32.6.

4 Mile Free for All

Rubber Baby II, owned by E. Pickard

at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Johnson engine. Speed, 35.55 m.p.h.

5 Mile Free for All

Bonnie Lass, owned by J. Bigson and driven by F. Pierce, at San Diego, California, December 16, 1928. Built by J. F. Graham, Evinrude engine. Speed 38.58 m.p.h.

6 Mile Free for All

Century Kid, owned by Jim Welch, at Oshkosh, Wisconsin, July 15, 1928. Built by Century Co., Johnson engine. Speed, 33.645.

10 Mile Free for All

Blue Streak II, owned by L. Baughan, driven by H. G. Ferguson, at San Diego, California, December 16, 1928. Built by Holt, Evinrude engine. Speed 38.59 m.p.h.

Class D

Mile Trials, Amateur

Baby Wanderjax, owned by Willard M. Ware at Miami Beach, Florida, March 19, 1928. Built by Boyd Martin Boat Company, Elto engine. Speed, 31.08 statute.

Mile Trials, Free for All

Uniplex, owned by W. B. Schulte and W. M. Fry, at Detroit, Michigan, on September 4, 1928. Built by Century Boat Co. Elto quad engine. Speed, 32.70 nautical, 37.654 statute.

2½ Mile Free for All

Miss Bell Air, owned by George P. Bailey at Charlevoix, Michigan, August 5, 1928. Built by Brady Boat Co., Elto engine. Speed, 35.019.

4 Mile Amateur

Orange Blossom, owned by R. Harrington at Wilmington, N. C., October 5, 1928. Built by Century, Elto engine. Speed, 37.02 m.p.h.

5 Mile Amateur

Spirit of Peoria, owned by E. Travis at Muscatine, Iowa, October 14, 1928. Built by Boyd Martin Boat Co., Elto engine. Speed 39.48 m.p.h.

4 Mile Free for All

Orange Blossom, owned by R. Harrington at Wilmington, N. C., October 5, 1928. Built by Century, Elto engine. Speed, 37.02 m.p.h.

5 Mile Free for All

Blue Streak, owned by H. G. Ferguson, at Lake Elsinore, California, December 8, 1928. Built by Holt, Evinrude engine. Speed 37.92 m.p.h.

6 Mile Free for All

Bullett, owned by Bill Higgins at Danville, Illinois, September 16, 1928. Built by Boyd-Martin, Elto engine. Speed, 37.306 m.p.h.

Mile Trials, Free for All

OB 294, owned by E. W. Travis at Peoria, Illinois, September 30, 1928. Built by Boyd-Martin, Elto engine. Speed, 41.748 m.p.h.

Class E

Mile Trials, Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 29, 1928. Built by D. N. Kelley & Son, Johnson engine. Speed, 35.022 statute.

Mile Trials, Free for All

Muriel, owned by Bill Doak at Detroit, Michigan, September 4, 1928. Built by Bill Doak, Johnson engine. Speed, 22.511 nautical, 25.926 statute.

4 Mile Free for All

Uniplex, owned by W. M. Frey at Wilmington, N. C., October 5, 1928. Built by Century Boat Co., Elto engine. Speed, 36.71 m.p.h.

RACING DATES

January 1—Florida Outboard Racing Ass'n and Florida Power Boat Ass'n at Lakeland, Florida.
January 3—F. O. R. A. and F. P. B. A. at Auburndale, Florida.
January 5—F. O. R. A. and F. P. B. A. at St. Petersburg, Florida.
January 9—F. O. R. A. and F. P. B. A. at Jacksonville, Florida, Jacksonville-Miami Marathon.
January 12—F. O. R. A. and F. P. B. A. at Miami, Florida.
January 15—F. O. R. A. and F. P. B. A. at Pensacola, Florida.
January 16—F. O. R. A. and F. P. B. A. at Valparaiso, Florida.
January 18-26—Motor Boat Show, Grand Central Palace, New York City.
January 18—F. P. R. A. and F. P. B. A. at Ocala, Florida.
January 19—F. O. R. A. and F. P. B. A. at Mt. Dora, Florida.
January 23—F. O. R. A. and F. P. B. A. at Winter Haven, Florida.
January 25—F. O. R. A. and F. P. B. A. at Deland, Florida.
January 26—F. O. R. A. and F. P. B. A. at Gainesville, Florida.
January 31—F. O. R. A. and F. P. B. A. at Tampa, Florida.
February 2—F. O. R. A. and F. P. B. A. at Orlando, Florida.
February 2—Palm Beach to Havana, Cruisers.
February 4—F. O. R. A. and F. P. B. A. at St. Augustine, Florida.
February 4-9—New England Motor Boat and Engine Show, Boston, Mass.
February 5—F. O. R. A. and F. P. B. A. at Melbourne, Florida.
February 7—F. O. R. A. and F. P. B. A. at Stuart, Florida.
February 9—F. O. R. A. and F. P. B. A. at Titusville, Florida.
February 12—F. O. R. A. and F. P. B. A. at Mountain Lake, Florida.
February 14—F. O. R. A. and F. P. B. A. at Polk City, Florida.
February 16—F. O. R. A. and F. P. B. A. at St. Petersburg, Florida.
February 20—F. O. R. A. and F. P. B. A. at Babson Park, Florida.
February 22—F. O. R. A. and F. P. B. A. at Eustis and Palm Beach, Florida.
February 23—F. O. R. A. and F. P. B. A. at Palm Beach, Florida.

February 28—F. O. R. A. and F. P. B. A. at Cocoa, Florida.
March 1—F. O. R. A. and F. P. B. A. at Daytona, Florida.
March 2—F. O. R. A. and F. P. B. A. at Jacksonville, Florida.
March 7—F. O. R. A. and F. P. B. A. at Orlando, Florida.
March 9—F. O. R. A. and F. P. B. A. at Winter Haven, Florida.
March 13—F. O. R. A. and F. P. B. A. at Polk City, Florida.
March 15, 16—F. O. R. A. and F. P. B. A. at Sarasota, Florida.
March 18—F. O. R. A. and F. P. B. A. at Lakewales, Florida.
March 19—F. O. R. A. and F. P. B. A. at Lake Placid, Florida.
March 22, 23—Miami Regatta, Miami Beach, Florida.
March 29—F. O. R. A. and F. P. B. A. at Howey, Florida.
March 30—F. O. R. A. and F. P. B. A. at Kissimmee.
April 20-27—Detroit Motor Boat Show, Detroit, Michigan.
August 3—Great South Bay Yacht Racing Ass'n Fire Island, New York.

DR WATSON ADDRESSES M. T. A.

The November meeting of the Marine Trade Association of New York was held at the Colonial Yacht Club at the town house in New York City, Monday evening, November 10th, it was by far the most interesting session the organization ever held.

It was addressed by one of the world's foremost psychologists, Dr. John B. Watson, who took for his topic the psychology of selling. There were some seventy-three men present and it was unanimously decided after the meeting that it was the most entertaining, instructive and constructive session ever held since the inception of the organization. Dr. Watson is perhaps the leading exponent of the new Behavioristic school of psychology and commenced his talk with the exposition of human reactions to various stimuli. He discussed the human from infancy to adult stage, explaining the various reactions to given selling points of the salesman and traced a very definite state of mind which could be brought on by various arguments, actions, etc. of the salesman. Without question, his talk, which was 'from one of the best trained scientific minds, was valuable to all of the members of the organization engaged in selling, as practically all are

JANUARY, 1929

UDERS 72-FOOT COMMUTER TWENTIETH ANNIVERSARY MODEL



A LUDERS boat always has, along with sea-ability and speed, a personality! Change her name or her color—she remains distinctly herself!

In no craft from the Luders' board has this personality been more completely realized than in this 72-foot Commuter.

Her beauty is apparent at a glance! The pleasing lines of her stream-line hull—the careful balancing between the freeboard and cabin height—the unusual contours which conceal the real height of the forward houses—all confirm this first impression. She lends herself readily to your ideas of decoration and equipment—to the most luxurious of fittings or to the simplest. She will be utterly and completely your own!

We invite your inspection at our plant of one of these de luxe cruisers now nearing completion. We can still build yours for spring delivery if arrangements are made immediately.

Blue prints and complete descriptions will gladly be submitted in an interview arranged at your convenience.

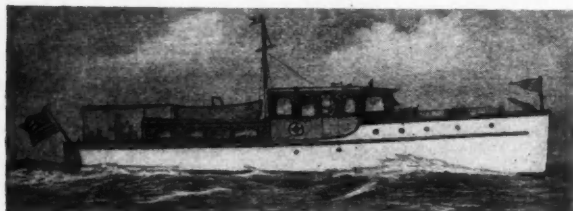
Other advanced Luders craft will be found on exhibition at the National Motor Boat Show, New York, January 18-26, where we shall be glad to welcome you.

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STAMFORD V CONNECTICUT

"TWENTY YEARS OF SUCCESSFUL YACHT BUILDING"

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Safety—Comfort—Economy



43 Feet, \$16,000

54 Feet, Twin-Screw, \$28,000

53 Feet, \$22,000

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**COMPASS AND NAVIGATING
EQUIPMENT**



Our Exhibit—Space 69 at the Motor Boat show—will have a complete and interesting display of all nautical instruments.

Send for Illustrated Catalog

Florida Season Opens

(Continued from page 42)

adopted. Trophies have been promised by executives of Florida, Nassau and Cuba. Should all negotiations prove successful yachtsmen this season, will find plenty of new interest in southern waters.

In conjunction with plans for this event, preparations, meanwhile, have been going forward at West Palm Beach for the presentation of the Seventh Annual Washington's Birthday Regatta, on Lake Worth, February 20-22. Despite storms, loss of docks, damage here and there the regatta will be staged as usual. While the entire community labored after the storm to rebuild, re-beautify and make immaculate the city, attention to nautical interests did not lack. So completely have facilities been restored that early boatsmen find no interruptions in the traditional order of things.

As usual, the regatta is expected to attract stellar speedboat enthusiasts from all over the country. There will be the heated competition in the 151 hydroplane events for the glory of the Royal Poinciana trophy with thrilling duels expected between Dick Loynes, of Long Beach, California, and Ralph Snoddy, of Los Angeles, premier performers who battled to a bitter conclusion last year, which robbed Loynes of the honor of being first to permanently annex the Poinciana cup. The trophy must be won three consecutive years.

Outboards, too will be featured as usual with races in every class. Then there will be contests for sea-sleds, skiffs, cruisers and all the other varied vessels which go to make up a complete regatta program.

To aid the yacht club this year in presenting a winter regatta with marine activities, the official City of West Palm Beach, already has come to the front. Meanwhile, an unofficial announcement has been made that the newly revived Sailfish Club of Florida will lend every effort to the support of marine activities. This organization, comprised of wealthy anglers and yachtsmen in Palm Beach, is to be affiliated with the New York Yacht Club and will fly that club's flag this winter. Included in the membership of the Sailfish Club of Florida are such widely known sportsmen as J. Leonard Renlogie, Niles S. Babbitt, Major Barclay H. Warburton, Henry Oliver Rea and some 80 others.

As its contribution to yachting and boating, the city, through City Manager A. E. Parker, himself an ardent Matthews 38 fan, just has replaced the old municipal pier, torn away in the storm, with a complete and substantial structure jutting 465 feet into the lake and embracing four slips each 120 feet long and 60 feet wide.

Elsewhere along the lakefront other new piers have just been completed and fishing and sight-seeing boats already have begun seasonal activities. For the fisherman, it may be interesting to note that unprecedented catches have been reported ever since the September winds churned up sea and lake.

Meanwhile the big yachts continue to arrive in increasing numbers almost daily. Within the last four weeks Lake Worth has assumed its winter role. Boat owners find greater conveniences and accommodations here this year than ever before. On land, too, West Palm Beach for two months now has been receiving its guests with all the comforts and pleasures of old, plus a host of new ones.

The last marks of the storm have almost been effaced. The season swings open. Along the route of the inland waterway sleek boats chug complacently southward into the sunshine these days.

DUPLEX ORGANIZES NEW DEPARTMENT

To keep pace with the extremely rapid expansion among distributors and dealers of Duplex Marine Engine Oil and to serve their interests individually, the manufacturers of Duplex, the Enterprise Oil Company, Inc., Buffalo, New York, recently announced the inauguration of a complete new department devoted to furthering the interests of the Duplex field organization.

This new department is headed by Bruce Swaney, a man of broad experience in problems of distribution and one who is exceptionally well qualified to serve the marine field.

Mr. Swaney's experience embraces years of intensive work in the automobile field and he brings to Duplex Marine Engine Oil many merchandising ideas that are already proving of great help to Duplex distributors and dealers.

In particular, the new department organized by Mr. Swaney will give attention to the individual requirements of Duplex distributors and his work will supplement and carry forward the development work in the field so ably directed by Steve Drakeley, manager of the Duplex Marine Engine Oil Department.

Mr. Swaney's work will speak for itself in the forthcoming exhibit of Duplex Marine Engine Oil at the Motor Boat Show and it is understood that the Duplex Marine Engine Oil exhibit will be among the finest accessory displays ever found at any American trade show.

A Complete Line for '29

GAR WOOD

Presents

Baby Gar "30" \$2,950

Here is a luxurious Vee-Bottom Runabout, 28 feet over all, accommodating eleven passengers. This new Baby Gar is finished in natural mahogany or colors, powered with the great Chrysler Imperial Marine Engine, and delivers 30-32 miles per hour.

Baby Gar "40" Runabout...\$4,500

Baby Gar "40" Sedan.....\$5,100

Baby Gar "40" Limousine..\$5,350

Pronounced by yachtsmen the most comfortable and soft riding runabout produced last season. Twenty-eight feet of beauty for 9 to 11 passengers. Finished in natural mahogany or colors, with 200-h.p. Kermath giving a speed of 40-42 miles per hour.

Baby Gar "50" (400 h.p.).....\$9,800

Baby Gar "50" (500 h.p.)...\$11,800

The eighth year for this model internationally known as the fastest stock runabout in the world, 33 feet long, 9 to 11 passengers. Powered with the famous Gar Wood Marine Engines for speeds of 48-50 miles per hour with the 400-h.p. engine, and 53-55 miles per hour with the 500-h.p. engine.

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THE WEEMS SYSTEM OF NAVIGATION TELLS THE STORY

DURING long winter evenings prepare yourself for real cruises next summer. The Weems system of navigation, easy to learn and extremely practical for experienced as well as inexperienced sportsmen and seamen, is now available in a fascinating Home Study course. Written by Lieut. Commander Weems; offered exclusively through Pacific Technical University; dedicated to Col. Chas. A. Lindbergh, this system is endorsed by Commander Byrd, Lincoln Ellsworth, Admiral Moffet, Admiral McLean and other prominent authorities.

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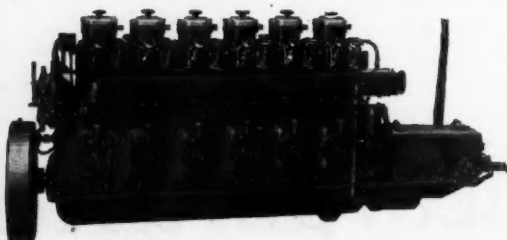
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Hill Diesel Engines

*Give the Small Cruiser the Same
Efficiency, Economy and Relia-
bility of Power Enjoyed by Large
Ocean Going Motor Ships*

IN addition to these advantages the Hill Diesel brings greatly increased cruising range to the small cruiser or yacht. The Hill Diesel is of the pump injection, four-cycle type and operates on the same fuel as large Diesels. In speed, weight, dimension, power rating and price there is a Hill Diesel to meet every requirement of the small cruiser owner.

See Our Exhibit—N. Y. Motor Boat Show



5" x 7"—Two to Six Cylinders..... 20 to 75 H.P.
6" x 10"—Four and Six Cylinders.... 50 to 120 H.P.
Bulletin No. 60 fully describes these models. Ask for a copy.

HILL DIESEL ENGINE COMPANY
LANSING, MICHIGAN

Builders of Internal Combustion Engines Since 1899

The Amateur Boat Builder

(Continued from page 66)

of outside planking is fitted and fastened with a liberal coat of thick paint under it. Thick varnish, crude turpentine or waterproof glue are also used between the skins but paint is more convenient to handle and is quite satisfactory.

The seams are all fitted tight, as no caulking is required except between the keel and garboard. The stem should have a double rabbet and a thread of candle wick laid in the rabbet under the outside planking insures watertightness and the plank ends may be made a tight fit against the stem.

Sometimes a fabric such as muslin is laid between the skins. Undoubtedly this helps to bind the layers together and insures a tight job but it is a mighty awkward thing to manage especially for a round bottomed boat. I advise the amateur not to bother with it except perhaps for a speed boat having very thin planking.

The fastenings in the frames are copper nails or brass screws countersunk and plugged if the plank is thick enough or left flush if too thin. The intermediate fastenings binding the two skins together are riveted copper nails or clinched tacks when the planking is thin, or brass screws from the inside when the outside plank is sufficiently thick to take them. Screws are the simpler to use and make a neater job as nothing shows on the outside. The spacing of frames, width and thickness of planking governs the arrangement and spacing of the intermediate fastenings. The object is to effectually bind the skins together especially at the edges of both inside and outside planks.

CLINKER OR LAPSTRAKE PLANKING. We now have to consider a type of planking differing in many respects from any of the foregoing. Instead of being smooth the edges of the planks lap, like the clapboards of a house, and are riveted to each other. See Fig. 52. Its principal field is for row boats and small power tenders as these boats being out of water a large part of the time do not dry out and leak as readily as caulked seam boats.

There are two distinct methods of building this type. First, the boat is framed in the ordinary manner and then planked. Second, the planking is done on the moulds and the frames bent in afterwards as previously mentioned in Part 5. When the first method is employed the frames are sometimes notched out (skin fitted) so that the planks have bearing their full widths. Fig. 52-A. This is good for the plank as it is well supported but not for the frame as each notch is a potential starting point for a fracture. The usual practice is not to cut the frame, as shown in Fig. 52-B.

For our present purpose I will assume that the boat is to be planked on the moulds and that they are bottom up. As the planks should be nearly self supporting they must be accurately lined out and fitted, as an attempt to force them into any shape, other than a natural one, will result in a distorted boat. Each plank laps outside of and is riveted to the one below it which requires that the planking must start with the garboard strake and finish with the sheer strake. The fastenings for this type of construction are always flush on the outside, which prevents any planing, so that each plank must be properly smoothed before fastening.

The planking for the ordinary small boat varies from 5/16 to 1/2 inch in thickness and is usually cedar or mahogany. It may be considerably thicker for the cruiser type hull and any suitable planking material used, but I think it best to confine this type of construction to small open boats. The strakes are arranged, spilings taken and the planks cut in exactly the same way as for carvel planking except that allowance must be made for the laps. The upper edge of each plank is beveled so that its neighbor will have a perfect bearing for the width of the lap, and the angle of this bevel varies throughout to suit the form. Fig. 52-C shows a lap where the frame is nearly straight and Fig. 52-B where there is considerable curve to the frame. No attempt is made to hollow and round the planks as described for carvel planking; the transverse form being obtained in this case by the varying angles of the planks.

After a plank is sawed out and the edge planed fair, gauge a pencil line along the upper outside edge for the width of the lap which will be from 1/2 to 3/4 inch depending on the thickness. Then clamp the plank in place on the moulds and cut the bevel for an inch or two at each mould. By holding a rule or any straight edge as shown in Fig. 52-D, the amount to be taken off can be seen and checked. Then secure the plank on the bench and bevel the whole length using these short sections as guides, so that the bevel changes uniformly from point to point.

Where the plank fits in the stem rabbet and at the transom this bevel must be so cut that the outside of the planks is flush. Starting 8 to 10 inches from the end gradually change the plain bevel to a combined bevel and rabbet, and bevel the lower edge of the adjoining strake so that a section through the lap at

(Continued on page 124)

JANUARY, 1929



30-foot Corsair Day Cruiser equipped with a Chrysler Imperial engine with reduction gear, swinging a 20" x 20" propeller wheel 1350 r. p. m., giving a speed close to 20 miles per hour.

for Cruiser as well as Runabout **CHRYSLER Dependability**

Nothing in motor boat history equals the demand for Chrysler Imperial and Royal marine engines. Practical test by thousands of motor boat owners in the past two years has proved their smooth performance, unvarying service and sturdy dependability. Extraordinarily popular from the outset as runabout power plants, Chrysler marine engines are now being generally specified by hundreds upon hundreds of owners for the even more exacting cruiser use. We shall be pleased to furnish information regarding installations

or any other data desired.

Address your request for information to the Marine Engine Division, Chrysler Corporation, Detroit, Michigan.

On display at the New York Motor Boat Show

Chrysler

**MARINE
ENGINES**

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

123



Set Sail for This Sunny Port of PLAY

UP anchor and away from cold weather! Head Southward . . . down to West Palm Beach . . . "Where Summer Spends the Winter" . . . where skies are blue and balmy breezes blow . . . All kinds of fun afloat or ashore . . . always something to see or do . . . all kinds of sport and recreation . . . all the old traditions and delights and many that are new. West Palm Beach, a city rebuilt, a city in the springtime of a new era, is ready to receive and entertain you. Come now. Shove off for a glorious vacation. For booklet address: G. A. Swinehart, Drawer B-58.

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AC Spark Plugs

MARINE engine service is grouped into three classifications. There is a special type of AC Spark Plug for each of these, as follows:

- 1 High speed, high compression marine engines, operating at high temperatures, as well as for outboard engines in racing trim—AC Type "AM" $\frac{7}{8}$ " Regular Marine, or Type "GM" Metric Regular Marine.
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- 3 Slow speed, large bore marine engines, operating at ordinary compressions and temperatures—AC Type "Q" $\frac{1}{2}$ " Long; AC Type "A" $\frac{7}{8}$ " Regular, or AC Type "G" Metric Regular.

AC Spark Plug Company, FLINT, MICHIGAN, U. S. A.



KROH BOAT TOPS

KROH TOPS are made right and fit right. Honest work and best grade of materials have made Kroh Tops the choice of America's best known runabout builders and designers. Send for our catalog, showing a complete line of Boat Tops, Spray Hods, Life Preservers, Cushions and Pillows.

Kroh Tops are Rust-Proof, Sun-Proof and Water-Proof
C. Z. Kroh Mfg. Co., 1920 Linwood Ave., Toledo, O.

The Amateur Boat Builder

(Continued from page 122)

It will no doubt be necessary to put a few temporary fastenings in the moulds to hold the planks in place. Use slim wire nails driven through a block of wood or thick piece of leather and do not forget to plug these holes later. Fig. 52-G shows a handy clamp for holding the laps while fitting and fastening. They are easily made and you should have six or eight. Lay a strand of candle wick in the stem rabbet and on the edge of the transom and bed the ends of the planks in thick paint.

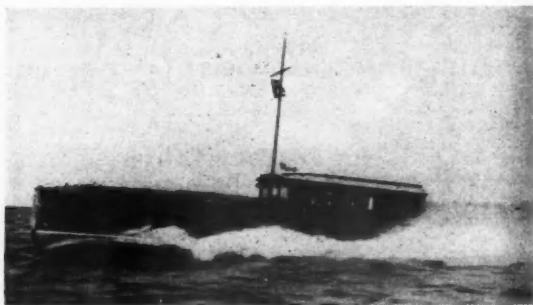
The best fastenings are copper wire nails riveted over burrs. There should be one through the lap at each frame and intermediate ones in the laps between frames spaced about 2 inches. Of course when the planking is done on the moulds only the intermediate fastenings can be put in at this time. The others are put in later when the framing is done. Gauge a pencil line along the edge of plank so that all nails are equal distances from it and space them equally so that the finished job will have a neat appearance. In the stem and transom brass screws should be used.

It is customary to drive all the fastenings as the planks are put on, but leave the riveting until they are all on. The nails should be driven so that the heads are flush on the outside and the holding-on iron in this case should have a smooth and fairly large surface so that the plank is not bruised. After the riveting is done go over the nail heads with a flat file.

If the boat were framed first the planking would be done in the same manner but in this case the frame fastenings can also be driven and there is then no need of any temporary ones in the moulds. If the frames are skin fitted they are notched to suit as each plank is fitted. As this provides a bearing the full width of the plank a center fastening is often put in.

(To be continued)

SOUTH AMERICA BUILDS FAST CRUISER



The Scripps powered cruiser Seth

"A fine boat recently built, is Seth, a fast cruiser built for a member of the Argentine Y. C., Raul J. Milhas by the well-known shipbuilder Juan Ortholan of Tigre.

Seth, 36-feet long by 8-feet wide has a cabin furnished with two large berths, a complete toilet room, kitchen, a cockpit in the stern and a sailor's berth in the forecabin.

It is equipped with two Scripps motors of 100 hp. each which give it a speed of 32 miles per hour.

As in all the boats built by this firm which is becoming famous abroad, the lines, workmanship and material are very fine, and its perfect finish gives to this boat the appearance of a de luxe piece of furniture.

The main feature of this motor yacht is its stability and seaworthiness in spite of the light appearance of its hull.

Seth made the crossing from Darsena Norte to the Y. C. U. dock, its usual mooring place, in 5 hours 43 minutes with the motors running at 1,600 r.p.m., which is an easy running speed of the engines.

On its return to Buenos Aires with a S. E. wind and high sea it took 6 hours from La Plata and the rough weather in no way affected the stability of the hull.

South America has a great advantage over us in their great abundance of rich woods and magnificent timbers such as cedar, virarb, peterebi, incienso and others which are quite beyond comparison with any of the woods used by other countries, with the exception of Indian Teak, which, owing to its high price, is not often used for the boats built in the United States.

On the other hand the 25 years' shipbuilding experience of the Ortholan organization during which they have constantly built hulls and installed motors are an efficient guarantee of the excellence of their work.

Eminent South Americans who pass comment on Seth take a legitimate patriotic pride in seeing that their country too can build boats of the first class.

JANUARY, 1929

Just over the Boating Horizon more

*See them at
the New York
Motor Boat
Show*

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The New Scripps Line for 1929
The Motor That Crossed the Atlantic
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Mention MOTOR BOATING, 57th St. at Eighth Ave., New York



You must use it to secure a Clean, Smooth, Durable and Slippery Under-Water Surface—Prevents Marine Growth, Barnacles and Bores. Has no equal in Tropical and Semi-Tropical Waters. It makes a wonderful Racing Finish. Covers Twice the Surface and Cuts the first cost in half.

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MANUFACTURING CO.
Marblehead, Mass., U.S.A.

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ANTI-FOULING
GREEN
BOTTOM PAINT**

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*Special rates and circulation
data on request*

The **Main Sheet**

5-216 General Motors Building Detroit
W. D. EDENBURN, Editor

A Runabout Shed

(Continued from page 55)

slate surfaced kind is preferred because of its fire-resisting qualities. In fact, the whole outside of a wooden sheathed building is often covered with this material. The galvanized iron is especially recommended.

The doors are next in order. They can be made of inch material well cleated and braced the full width of the house and of a height to clear all standing top and rigging. They can be either hinged or hooked in place so that they may be set aside entirely. When the doors are opened and closed only a few times a year the latter construction is very good.

If windows are wanted a single barn sash can be framed in each side and a small service door framed in the rear.

A locker should be built in a rear corner for the storage of the gear that accumulates to all who are in the boating game.

Some will want a small room in their boathouse. By allowing an extra length when planning, such a room can be partitioned off and floored, at the rear. With a small stove installed, this is a very desirable place for certain classes of overhauling, as well as safe storage for the larger items of camp equipment. It will rank next to the Pullman smoking room as a yarn spinning forum.

—W. B. C., Elmira, New York.

Stowing the Fishing Tackle

(Continued from page 56)

blocks nailed or screwed into the same at any desired spacing. Outside hardware consists of brass drop handle and combination-lock latches on each drawer, the same combination operating all the locks.

Large, medium-sized, and small articles can be conveniently grouped, the common reels, scales, hooks, lines, bait holders, bobs, and streamers including nothing very heavy or bulky. If minnow seines and small nets are provided, they must be carefully rolled and folded (after drying). A collapsible rubber pail or two may be carried in the deepest drawer. A few sponges, clean cotton waste, bottle of light all-purpose oil, pack of paper towels, and scaling knife should find places in the well-equipped compartment. Drawers should be emptied and thoroughly washed out and dried two or three times a season. The exposed front of the drawers should be varnished or painted to match adjoining seat or panels. In very damp districts ore where the tackle is used frequently in salt water, one can guard against rust by lining drawing bottoms with heavy blotter pads coated with light oil.

The motor boatman does not have to be a carpenter or possess an elaborate kit of tools to install such a tackle tray, and he will probably regard the finished job as well worth the moderate expense and labor involved in making—a good ship better, as a certain automobile slogan runs.

D. McC., Cleveland, O.

A SHOW IN BOSTON

New England's big mid-winter marine spectacle, the New England Motor Boat & Engine Show to be held in Mechanics Building, February 4 to 9, will rank with the automobile show in popular enthusiasm and beauty. Unprecedented interest is manifest by the motor boating interests of the country the leaders of which will make up the list of exhibitors, in this greatest indoor marine event that the East has ever viewed.

Scheduled two months in advance of the opening of the active boating season, the Boston Motor Boat Show will mark the opening of the trade season. Last year's event revived by Chester I. Campbell, pioneer promoter of the Industrial exhibitions, in response to a popular demand, was the first in eight years in Boston. It struck a popular chord as evidenced by the attendance of more than 200,000 people. Its success as an early spring attraction was reflected in the increased volume of business reported by the trade in the season which followed.

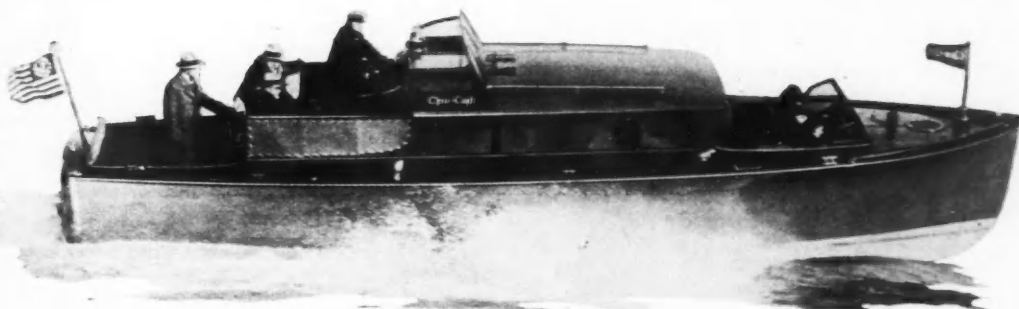
About one-third of the space at the coming show will be devoted to outboard craft and engines, as well as accessories from every section of the country. Improved designs and speedier engines will feature both boats and motors in the coming show.

Reports from manufacturers indicate that the speed boats of 1928 have furnished the models for improved types of water craft which will be introduced at the coming show.

Last season witnessed more outboard racing regattas than was ever before known in New England, and of the 45 world's speed records which were established, New England drivers and New England boats took the honors in eight events, which thus far stand undefeated.

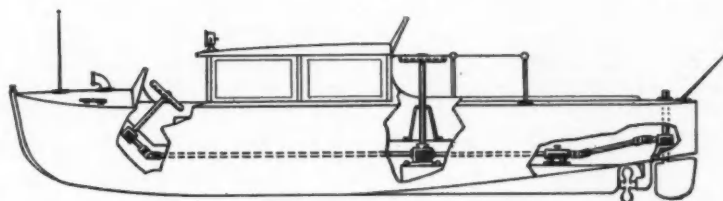
JANUARY, 1929

The New Chris-Craft Cruiser



ERICO-KAINER Equipped
from Stem to Stern

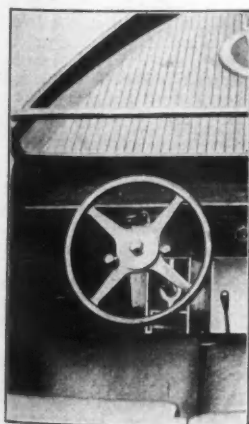
Including Dual Operating Control



CHRIS SMITH & SONS BOAT CO., the world's largest builder of mahogany boats, brings to the boating enthusiast a new thrill with the introduction of the long, low, racy, nimble and easily maneuvered 38-foot Chris-Craft Cruiser. From stem to stern it is fitted with ERICO-KAINER marine specialties.

Most interesting among the many distinctive features of the Christ-Craft Cruiser is the ERICO-KAINER dual control, operating from either the forward cockpit or from the bridge, as illustrated by drawing above. Both steering control units are coupled to and work through the ERICO-KAINER gear box, making the most efficient and satisfactory dual installation obtainable.

*Write today for 1929 catalog of
ERICO-KAINER Marine Specialties*



The ERICO-KAINER steering control unit used in the forward cockpit of the Chris-Craft Cruiser is fitted with spark and throttle controls.

763-767
MATHER ST.



ERICO-KAINER Co.

CHICAGO
ILLINOIS



This shows installation of the ERICO-KAINER steering gear and separate ERICO-KAINER spark, throttle and clutch lever unit on the bridge.

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**KNOCK-DOWN
BOAT FRAMES**

a Cruiser



a Sail Boat



a Runabout



an Outboard
Speedster



—or most any craft
your fancy desires

Foretell WINTER STORMS



with

BLISS BAROMETERS

Catalog upon request

JOHN BLISS & CO., Inc.

83 PEARL STREET, NEW YORK

Space 99, New York Motor Boat Show

International Motor Boatmen Meet

(Continued from page 70)

the suggestion of Great Britain silencers were compulsory for both racing and record attempts, but the question was scheduled for further discussion this year. It was again decided that for the forthcoming year the same rule should apply, Belgium voting against motors being silenced for world's records attempts. It is interesting to note that three of the countries which voted in favor of the abolition of the silencer last year were now in favor of silenced exhausts. It was left to the discretion of the Racing Committee to disqualify any outboard engine, which in their opinion was not effectively silenced. The three classes A, B and C were again confirmed as standard classes, and engines of dimensions over Class C were to be classified as unlimited and experimental. These latter classes will be further dealt with at the 1930 meeting.

The American outboard racing rules are being circulated to all countries, with the suggestion that they should be adopted as the international rules for the world.

Germany's proposal that the same hull can be used in A, B and C classes was approved.

Records. The following world records were approved:

3 liter. Baby Ruth. Owner Otto Schnering. Motor Fronty-Ford. Hull Hacker. Record established Detroit September 4, 1928. Speed 42.1 knots per hour. This beats Ardenry's previous record of 31.2 knots.

Unlimited Record One Mile. Gar Wood's Miss America VII. Established Detroit, September 4, 1928. Speed 80.6 knots. Outboards. Baby Whale. Owner F. Oswald. Piloted by Miss Henschel. Class C Evinrude motor. Record established September 6, 1927 at Detroit. Speed 26.50 knots.

Class B. Engine Watermota. Hull British Maid II. Entered and driven by Colin D. Fair. Record established London, November 19, 1928. Speed 22.409 knots.

International Cups. The John Ward Trophy for 1½ liter boats was again won by Dr. Etchegoin with a mean speed of 38.234 knots over a distance of 30 sea miles. The Trophy was won on October 13 in the Seine. The British attempt was made on Windermere on September 22 by Mr. Bersey with Little Bela, but the average speed was lower, 36.74.

The King of Italy's Prize was won by Dr. Etchegoin with Sadi VI at Herblay, on October 9, 1928, with a speed of 54.631 knots.

The Rosengart Trophy was also won by Dr. Etchegoin with the same boat on the same day with a speed of 54.201 knots. Application for Membership. Application was received from the Motor Yacht Club of Ireland (Irish Free State) for affiliation as the National Authority for Southern Ireland. This application was granted and congratulations were passed to the Irish Free State on becoming affiliated to the International Union. Application was also received from Letonia, but affiliation was deferred for further investigation.

Correspondence was read from a Scottish Motor Boat Club claiming that Scotland should be admitted as a separate National Authority to England, but it was unanimously resolved that Great Britain incorporated Scotland and that this application could not be entertained, observing that all Scotch Clubs come under the jurisdiction of the British National Authority.

Canada. Applications for affiliation were also received from Canada and Switzerland. These were referred back for further investigation.

Medailles d'honneur. (1) The first medal "awarded to the individual who is considered to have contributed in the largest degree to the development of the sport of motor boating during the current year or preceding year" was awarded to Arthur Bray of Great Britain. (2) The medal "awarded to the individual who with a motor boat accomplishes the best performance during the year was awarded to Gar Wood of U. S. A.

Calendar. The following international calendar was agreed upon:

May 4. Belgium. Championship of Belgium for cruisers Antwerp to Terneuzen.

June 1-2. Germany. International Meeting at Potsdam near Berlin. Organized by Motor Boat Clubs of Berlin.

June 7 to 15. International Meeting held by Yacht Motor Club de France from Herblay to Suresnes.

June 16. Belgium. Brussels Motor Yacht Club Meeting at Brussels.

June 27-29. Great Britain. International Meeting on the Thames.

July 8-17. Germany. Cruiser Race from Stettin, held by Motor Yacht Club of Germany.

July 17-22. Cruiser race from Dantzig, held by Dantzig Motor Yacht Club.

July—Belgium. Date not fixed. Cruiser Race Antwerp to Ostend.

August 14-16. Belgium. International Meeting by Royal Antwerp Yacht Club at Antwerp.

August 4. Sweden. At Stockholm.

August 30-31. International Meeting at Detroit, United States.

(Continued on page 130)

JANUARY, 1929

A

THE MOTOR BOAT SHOW

last year the Dawn 45 was judged "The most boat for the money . . . quality considered." We quote from Motor Boat, London:

"The 1929 Dawn 45 is an even better value. She is longer, wider and has more power. Structural improvements have been made permitting larger galley, more flare, half again as much fuel capacity and an especially designed engine room ventilation system. And luxury, too, has been considered. The upholstery is more opulent, the joiner work even finer and loads of new equipment have been added."

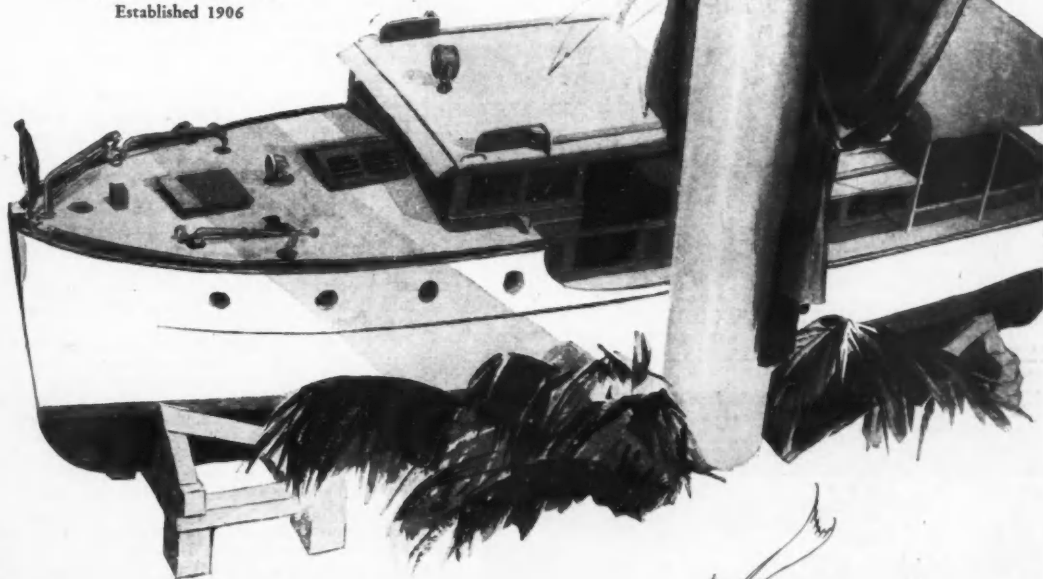
The new Dawn 45 will again be at the Motor Boat Show. While here visit our yard in New York City and see these yachts, on a production line, built without waste of time or material. Then you will understand how we can offer "The most boat for the money . . . quality considered."

DAWN BOAT CORPORATION

CLASON POINT NEW YORK CITY

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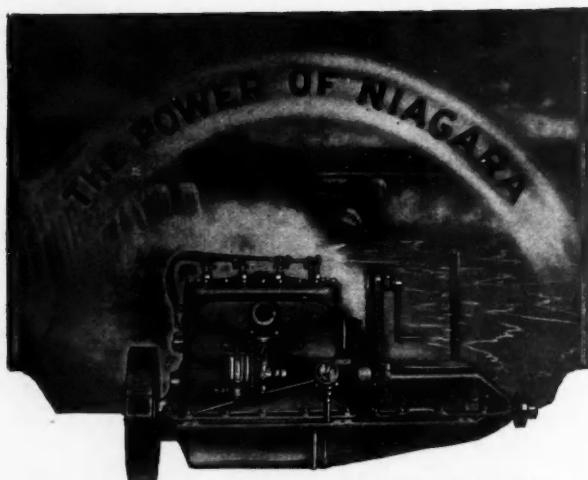
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4 Cyl. 12-15 H.P.

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Put the Power of Niagara in Your Boat

Other models 5 H.P. to 120 H.P.

Write for details (state size of boat and H.P. interested in.)

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New York



International Motor Boatmen Meet

(Continued from page 128)

September 1-2. United States. International Meeting at Detroit.

September 7-15. Italy. International Meeting at Venice.

July 19-26. The question of the British International Trophy was brought up on the proposal of Dr. Etchegoin, and it was agreed that any suggestions from foreign nations with regard to alterations in the rules should be forwarded jointly to the Yachtsmen's Association and the Marine Motoring Association of Great Britain, who would in turn transmit these suggestions to the donors and the owners of the Trophy.

12 litre class. Dr. Etchegoin's suggestion for the use of air rudders for the 12 liter class was agreed.

D. O. Y. T. Great Britain invited suggestions from foreign nations with regard to the alteration of the rules for the 1930 races. It was agreed that all nations should transmit to the Marine Motoring Association their suggestions.

BANQUET

The Brussels Royal Yacht Club acted as hosts to the delegates of the International Motor Yachting Union, holding at their most attractive Club house some distance from the center of the City, and located on a navigable canal accessible to all.

The customs of the country of course prevail, and as a marked contrast to the liquid in which we sail all our vari-hued gave color to the formal assembly.

The Commodore of the Club, His Excellency, Mons. Lippins Minister of Marine, a handsome giant who towered above his fellow-countrymen and whose versatility as a linguist amazed some of us when he welcomed the English, French, German, Italian and Spanish delegates, each in their own language. Perhaps the outstanding event was the declaration of one of the delegates, Consul-General H. S. Duhs of Sweden, with the Order of the King of Belgium, this distinguished honor being bestowed by reason of important scientific nautical contributions made during the year by Mr. Duhs. The responses of the delegates of the various countries was a most interesting experience whether we understood or not, but most of those present spoke French, and quite a few were able to speak English. The important theme which ran through the meeting was that of a closer national relationship engineered by reason of our great boat racing events.

CONFERENCES

On arriving in Paris the Federation Francaise de la Navigation Automobile arranged a reception for the American delegates, and on this occasion a boat for the 1930 World's Championship contest was assured provided the British International Trophy remains in the United States next year.

Dr. E. Etchegoin of Ostend stated that he was now carrying out some experiments and would build a boat for the 1930 races.

There has been a revival of interest in motor boating in France, and Commodore M. E. Massieu stated that they had entered boats in the Italian and German races during the present year.

England's broadening interest in boat racing has been emphasized by such outstanding Trophies as the Duke of York Trophy, the Duchess of York and other well known cups.

Curiously there is a parallel in Nations which have played an important part in world's affairs participating in sports, such as Ancient Greece and Rome, all of whom from their earliest records showed a direct interest in sporting events. Perhaps it is unconsciously a part of England's creed, and whoever stated that England's battles for 200 years past had been won on its cricket fields perhaps spoke with a large degree of understanding. It was rather flattering to hear prominent Englishmen discuss in a very knowing manner American habits and their familiarity with our American baseball fans and heroes.

In several conferences which we arranged with such men as Capt. Viscount Curzon, who was very popular during the war with United States Naval Officers, Campbell-Farrin, H. Scott-Payne, Arthur Bray and others, there seemed to be a decided feeling that one or two outstanding National Trophies will be brought to England in the due course of time.

Great admiration was expressed both in England and at the International Conference in Brussels at the courage and sportsmanship displayed by Miss Betty Carstairs in her efforts to wrest a British International Trophy from Commodore Gar Wood, and the unfortunate wrecking of her boat. However, Miss Carstairs is very positive that with the building of at least two new boats she will be more successful next year.

H. Scott-Payne of Hythe, Hants, who is building the Major Seagrave boat which will be taken to Miami Beach in March, is enthusiastic over his new creation, and feels that American sportsmen will find it necessary to give serious consideration to the possibilities of the Seagrave boat. It is to be hoped that Major Seagrave will send this new English speed boat to Detroit for the International Regatta next fall.

COLUMBIAN BRONZE PROPELLERS



*New Gov't Crash Boat
equipped with Columbians
does 36.7 knots per hour—*



Cap'n
Allswell
says:

*"When the job calls
for speed and power,
put on a Columbian"*

The new Columbian-equipped crash boat for plane rescue work, built for the United States Government by the Marshall Boat Works of Pensacola, Fla., far exceeds the government requirements. Using a Columbian Type I Ailsa Craig Propeller, one of these boats recently averaged 36.7 knots per hour in ten runs over a one-nautical-mile course laid out and certified by the government officials who conducted the test. The speed, checked by three stop-watches, surpassed expectations. A good boat calls for a good wheel. That's why so many builders use Columbians.

Write for
"Propellers in a Nut Shell"

COLUMBIAN BRONZE CORP., 208 No. Main St., Freeport, L. I., N. Y.

SKEGS
STRUTS
RUDDERS

CUTLESS
RUBBER
BEARINGS

Mention MoToR Boating, 57th St. at Eighth Ave., New York

YARD & SHOP

(Continued from page 60)

Society is meeting with the greatest success, judging by the numerous applications being filed at its offices for charters throughout the United States. Its membership is exclusively for active and professional men engaged in the field of diesel engineering, both land and marine.

STANDARDIZED DIESEL CRUISER

Since the announcement of their 53-foot diesel cruiser, Nicolet & Deed of Pittsburgh and New York have found quite a demand for a small Diesel cruiser. They have therefore designed a 43-foot by 12-foot by 3-foot 9-inch diesel cruiser powered with a 60 h.p. Standard diesel engine for 12 miles speed.

Forward is a cabin with two transoms with backs forming upper berths, and galley and toilet room. Amidship is a deck house with engine room under, while aft of the deck house is a comfortable owner's room with double berth, transom, toilet room and shower bath.

Off the galley there is a room for a paid man. This cruiser is standardized, most of the hull and interior work, deck house, etc., being exactly as built in the 53-foot boat.

SHOWROOM ON FIFTH AVENUE

Plans for making Fifth Avenue a thoroughfare devoted to permanent exhibits of highly specialized commodities, in addition to maintaining it as the world's leading high class retail shopping street, moved a big step forward with the leasing of the store and basement at 71 Fifth Avenue to Bruns, Kimball & Co.

The space, which is to be converted into a showroom for motor boats and marine engines, will have a total area of 25,000 square feet. It is believed that this will make it the largest display space of its kind in the city.

Inspired by the unusually fine showrooms developed by those in the automobile industry, Bruns, Kimball & Co. plan to make their new display rooms the most beautifully decorated and originally laid out motor boat exhibit anywhere.

Among the boats and engines to be displayed will be the Matthews Cruisers, Richardson Cruisers, Hacker Speedboats, Sterling Marine Engines and Kermath Engines.

Thoens & Flaunlacher, Inc., as brokers, represented the lessee and also the lessor, the Springler-Van Buren Estates.

DESIGNER'S OFFICE IN DETROIT

There has been such an increase of interest in yachting throughout the Middle West during the past year that Cox & Stevens, Inc. of New York City, whose name has been actively connected with yacht designing and yacht brokerage for many years, have arranged to open a branch office in Detroit.

This office is in the Barlum Tower, Cadillac Square, and will be a complete organization in charge of William E. Fermann, a Naval Architect of Detroit who has a large acquaintance among Western yachtsmen. With Mr. Fermann will be associated John W. Chapman from the New York office of Cox & Stevens, Inc.

The establishing of a branch office in Detroit of this well known firm of Naval Architects and Marine Engineers, will be of great service to all those in the Lake District who are interested in yachting.

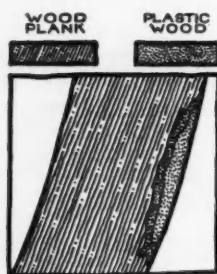
The Detroit office will not only be able to supply accurate and prompt information regarding yachts available for sale or charter, but will also handle the design of new yachts, all under the general supervision of the main office.

DIESELS POWERING THE LARGER YACHTS

The trend in large yacht propulsion is clearly indicated by the great numbers of fine craft turning to the Diesel engine for power. The development of these engines has progressed now to a point where they are equally as well suited to the fine pleasure cruiser as the heavy commercial boats in which they were first used. More and more of the larger yachts being built throughout the country are being equipped with this economical and efficient type of engine.

Typical of this excellent kind of power plant is the product of the Winton Engine Co., whose equipment is being specified by many of the prominent naval architects. The success of these installations is an established fact and owners are enthusiastic in praise of their performance. So many favorable comments have been received by the Winton Engine Co. that they have issued a most complete illustrated book showing many of the prominent yachts which they have equipped.

(Continued on page 136)



for CHAFED PLANKS

Until Plastic Wood was perfected, chafed planks were practically impossible to smooth without producing flat spots on the hull. With Plastic Wood, however, a perfect, lasting repair is easy. Scrape away the paint thoroughly to an inch or so around the chafed spot. Remove any splinters. Apply a thin coat of Plastic Wood and allow to harden. Then apply successive coats about $\frac{1}{8}$ inch thick until above the surface of the hull, and when dry work smooth.

PLASTIC WOOD

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At Ship Chandlers, Hardware and Paint Stores
1 lb. can \$1.00 $\frac{1}{4}$ lb. can 35 cts.

Write our Engineering Dept. for free book on Plastic Wood for boat repairs, or for advice on any specific problem.

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- MODEL 250**—6 Cylinder; Bore $2\frac{1}{2}$ " ; Stroke $4\frac{1}{2}$ " ;
Displacement 185 cu. in.
MODEL 251—6 Cylinder; Bore $3\frac{1}{4}$ " ; Stroke $4\frac{1}{2}$ " ;
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MODEL 253—6 Cylinder; Bore $4\frac{1}{4}$ " ; Stroke $5\frac{1}{4}$ " ;
Displacement 448.88 cu. in.
MODEL 254—6 Cylinder; Bore $4\frac{1}{2}$ " ; Stroke 5" ;
Displacement 548.69 cu. in.

Quiet—Sturdy—Dependable

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You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached. Gear and Rotary Pumps from $\frac{1}{4}$ " to $1\frac{1}{2}$ " suction and discharge. Different designs for various types of drive and mounting made to order. Write today for catalog and prices. Sold by Leading Dealers Everywhere.

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JANUARY, 1929

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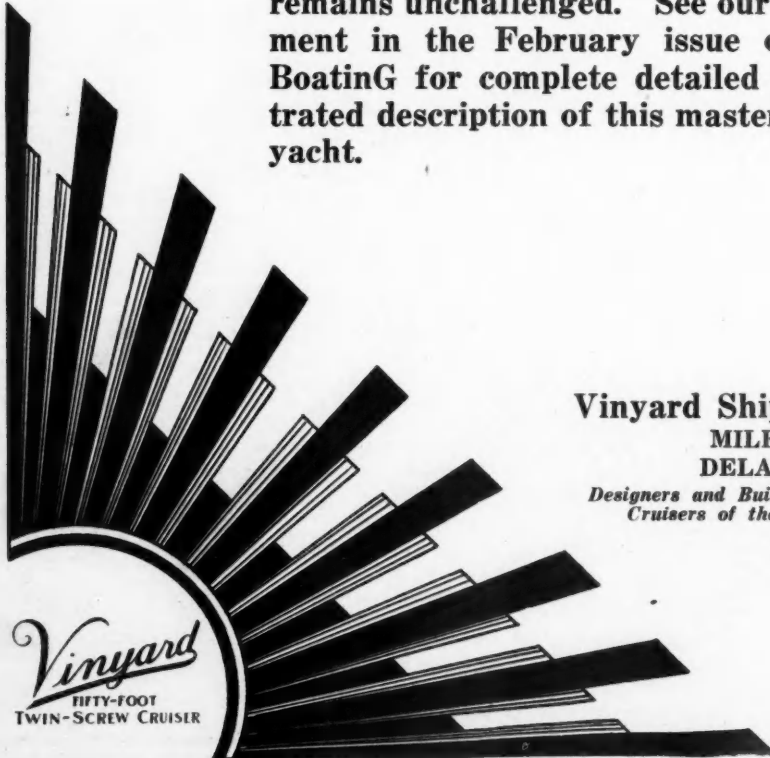
ESTABLISHED 1881



Vinyard
FIFTY-FOOT
TWIN-SCREW CRUISER

Important Announcement

THERE are no yearly models of the Vinyard Fifty-Foot Twin-Screw Cruiser. Ahead of its time two years ago, and with constant improvements it is still far in advance of present standards. In value it remains unchallenged. See our advertisement in the February issue of MoToR Boating for complete detailed and illustrated description of this masterful motor yacht.



Vinyard Shipbuilding Company
MILFORD,
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*Designers and Builders of Yachts and
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Vinyard
FIFTY-FOOT
TWIN-SCREW CRUISER

"... an engineering service every yachtsman should know and appreciate ..."

DEFEO BOAT AND MOTOR WORKS
WOODEN BOATS STEEL SHIPS
BAY CITY, MICHIGAN
November 9th, 1928

American Engineering Company
Philadelphia, Pennsylvania

Gentlemen:

It is very natural that at the close of a season you wish to know the attitude of the trade toward your yacht machinery. We are asked our frank opinion of it by yacht owners and others dozens of times each season, and as it generally falls to us to make the trials after installing it, our experience with, and opinion of it may really amount to something.

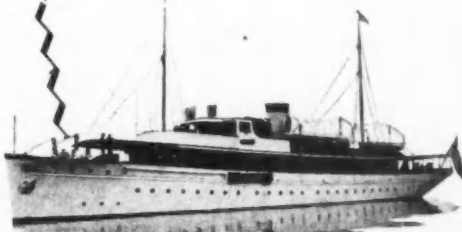
We have installed from one to several items of your deck machinery and steering machinery on nearly every boat that we have built during the last five years -- boats ranging from fifty feet to one hundred sixty feet in length, and our experience with it has been consistently satisfactory.

You make a distinct effort to meet the needs of pleasure yachting, which are not always, nor often, the same as those of commercial shipping. This is an engineering service that every yachtsman should know and appreciate. The quality of your goods is above par, and we have found your field service always prompt, courteous and capable, regardless of the distance and accessibility of the port from which it was requested.

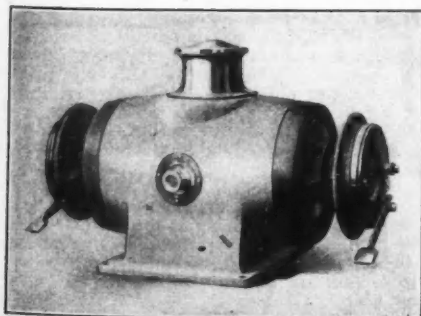
This is what we tell others, and your knowledge of it may help to guide your current and future efforts in a field of work which you and we both seek to serve to the best of our ability.

Yours very truly,

DEFEO BOAT & MOTOR WORKS
H. J. Defoe
H. J. Defoe.



Memory III, 142-ft. Diesel yacht designed by Thomas D. Bowers of Philadelphia and built by Defoe Boat Motor Works for Mr. A. E. Fitkin of New York. Of course, A-E-CO auxiliaries are used.



The A-E-CO self-contained electric windlass used on Memory III has beauty and distinction never before attained in deck machinery.

TO the above letter from the Defoe Boat & Engine Works we can but say that A-E-CO service to yacht owners never halts. A-E-CO engineers are constantly studying the needs of auxiliary equipment that make for efficiency, dependability, economy and safety in pleasure yachting.

A-E-CO Auxiliaries Include: Steerers, Boat Hoists, Davit Winches, Remote Reverse Controls and other Yacht Equipment. Write today for catalog.

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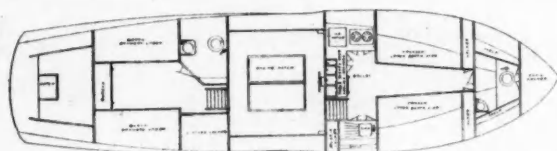
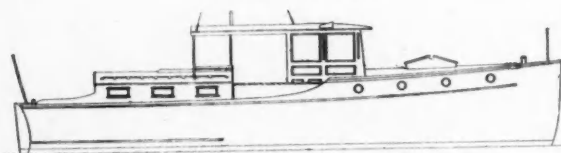
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New England Distributor: WALTER H. MORETON CORP. 1043-45 COMMONWEALTH AVE. BOSTON, MASS.
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41' x 10'8" x 2'9"

\$8700.00

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THIS able cruiser is a good example of the exceptional values we offer. Cedar planking, copper fastened to heavy native oak frame. Mahogany bright work. 6-cyl. 65-H.P. Kermath. CO₂ fire prevention, Protane stove, screens, etc.

*Built to Order Only to Suit
Your Personal Requirements.*

We also have an unusually attractive stock design, 31' x 10' x 2'3", double cabin cruiser.

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Mechanical Engineer and Yacht Designer

51 Bennett Avenue

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NEW YORK

January 18th to 26th

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PERKO products assure satisfaction.

Write for new 52-page catalog, sent free.

PERKINS MARINE LAMP COMPANY
1942 Pitkin Avenue Brooklyn, N. Y.

YARD & SHOP

(Continued from page 132)

YACHT BROKERS TO SELL AIRCRAFT

Announcement has just been made by the Keystone Aircraft Corporation to the effect that Cox and Stevens, well-known naval architects and yacht brokers of New York, have entered into an agreement with the Keystone company to sell Loening Amphibians and Keystone Seaplanes and Flying Boats in the United States.

The type of plane to be offered by them at the present time is the Keystone-Loening Amphibian Air Yacht powered with the Wright "Cyclone" 525 h.p. engine. This plane provides accommodations for pilot, mechanic, and six passengers. One of these machines is being exhibited at the Chicago Aeronautical Show.

It is significant that a firm such as Cox and Stevens, who have designed many of the famous American yachts and whose clientele of yachtsmen extends throughout the country, have found that the time has now arrived to interest yachtsmen in amphibians and flying boats.

MIAMI PREPARED FOR WINTER SEASON

According to a statement given out by E. G. Sewell, mayor of the city of Miami, the past summer has been devoted to making extensive preparations for Miami's greatest winter season.

An unrivalled sports program has been scheduled, landscape artists have been at work in beautifying the parks and accommodations have been provided for double the usual number of people at the free band concerts. Costly new boulevards have been constructed and work is continually under way for the improvement of the city.

Hotel and apartment house rates are said to be on a lower basis than at any time since 1925. Sports programs include yachting, golfing, horse-racing, tennis, polo, and fishing, with frequent tournaments arranged for some of these activities. In short, Miami is looking forward to, and is ready for, its greatest and best season.

SCRIPPS TROPHY GOES TO DETROIT

The famous William E. Scripps Reliability Trophy which has been competed for in many famous long distance cruiser races on the lower lakes will be raced for under the supervision of the Detroit Yacht Club next summer. The tentative course which has been selected will be from Detroit to Put-In-Bay and return and the race will be run some time in July. This valuable trophy was placed in competition in 1911 and is valued at \$5,000. The trophy was won for two previous years by Marie II, owned by Commodore Charles A. Thornburgh of the Sandsuky Yacht Club. It is assumed that several of the Cleveland boats will come to Detroit next summer to take part in the race there. This race is one of the most difficult cruiser racing contests conducted anywhere. It is usually started on a Saturday night and finishes Sunday morning. The night running requires careful navigation so that not only is a good power plant essential but the ability of the crew is of equal importance.

FLASHLIGHTS AND THE VESTRIS

Alleged failure of some of the red flares on lifeboats of the ill-fated Vestris calls attention to an additional precaution which regulations of the Steamboat Inspection Service of the United States Department of Commerce make possible, and which might have resulted in the saving of additional lives among the Vestris' passengers and crew.

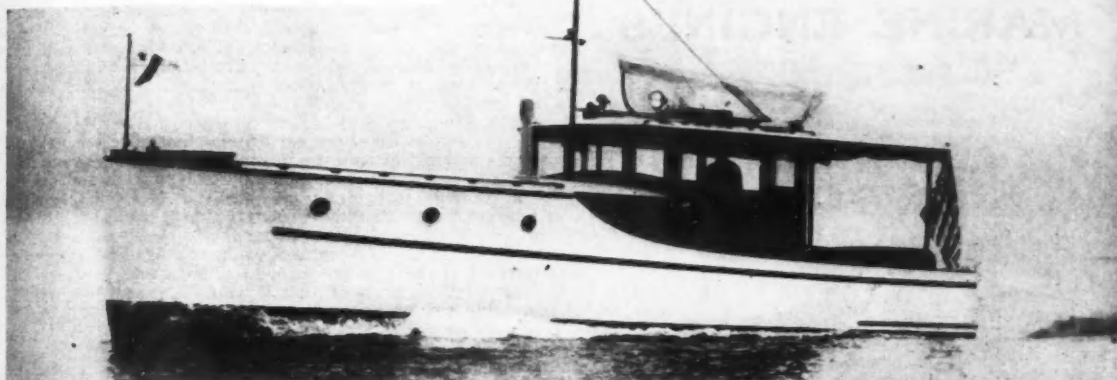
This ruling, made some time ago, provides for the carrying of a focusing flashlight as a substitute for half of the required number of red lights which each lifeboat must carry.

If there had been such a flashlight on board each of the lifeboats of the Vestris, in accordance with these regulations, it would have been possible to flash signals from all the boats throughout the first night of the search for survivors. These signals would not only assist in guiding rescue ships to the scene, but would enable the boats to signal each other and so keep together. Again, they would be invaluable to persons in the lifeboats in revealing the presence of those struggling in the water.

A decided advantage of these flashlights over the conventional red flares lies in the fact that such flares are required to burn only two minutes each, whereas the new type of flashlight maintains a steady light for eight hours, the light being visible for a distance of more than six miles.

The amendment which makes possible the use of these flashlights applies to all vessels engaged in ocean, Great Lakes or coastwise service, which come under the jurisdiction of the United States Steamboat Inspection Service. This amendment was prompted by numerous recent instances in which flashlights have played an important part in the saving of lives at sea.

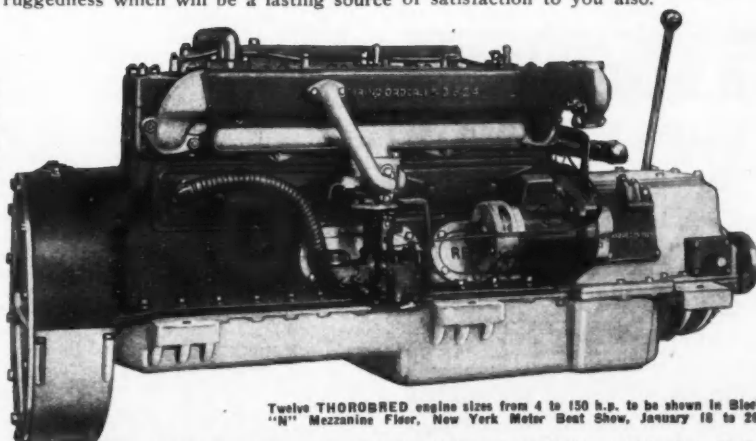
Thirty-six foot standardized cruiser built by Blanchard Boat Co. of Seattle. A big success with ARROW 40-80 h.p. Red Wing Six. Speed 12 miles per hour with 18x14 Columbia wheel.



Six Cylinder "Arrow" 40-80 H. P. Red Wing Thorobred Proves Highly Successful in Well Known Stock Cruisers

The Red Wing ARROW SIX has proved its mettle, as to speed, power, stamina and smoothness—not only in the fast substantial runabouts, but in standardized cruisers of well known makes. In the Blanchard 36-foot cruiser pictured above, the ARROW has brought praise from every owner. The Matthews Co., Port Clinton, Ohio, were unusually well pleased with the installations they made of this model in their "28" cruiser; and Reginald Denny's 36-foot Elco Cruisette with ARROW power created much favorable comment at Hollywood. The ARROW engine offers that combination of engine smoothness, reasonable weight and extreme ruggedness which will be a lasting source of satisfaction to you also.

The ARROW is built in medium duty type with grey iron base for cruisers; and in a high speed type with aluminum base for runabout service.



ARROW 40-80 h.p., six cylinder THOROBRED. Bore 3 1/4", stroke 4 1/4". Sturdily built with 7-bearing 2 1/2" crankshaft and other working parts in proportion. Complete in equipment, and pressure oiled.

Twelve THOROBRED engine sizes from 4 to 150 h.p. to be shown in Block "N" Mezzanine Floor, New York Motor Boat Show, January 18 to 28.

TWELVE THOROBRED ENGINE SIZES FROM 4 TO 150 H.P.

4 Cylinders

Model D, 10-14 h.p.	(2 3/4 x 4)
Model AA, 18-24 h.p.	(3 3/4 x 4 3/4)
Model F, 28-36 h.p.	(4 1/16 x 5)
Model B, 32-40 h.p.	(4 1/2 x 5)
BB-FOUR, 40-50 h.p.	(4 1/2 x 6) MD
BB-FOUR, 45-70 h.p.	(4 1/2 x 6) HS
BC4, 50-60 h.p.	(5 x 7)
BCSp4, 75-90 h.p.	(5 3/4 x 7)

6 Cylinders

ARROW, 40-80 h.p.	(3 3/4 x 4 1/2)
BB-SIX, 50-80 h.p.	(4 1/2 x 6) MD
BB-SIX, 80-110 h.p.	(4 1/2 x 6) HS
BB-SIX "Special," 75-100 h.p.	(5 x 6) MD
BB-SIX "Special," 110-150 h.p.	(5 x 6) HS
BC6, 85-110 h.p.	(5 x 7)
BCSp6, 110-150 h.p.	(5 3/4 x 7)

1 and 2 Cylinders

Model K, 4-5 h.p.	(3 3/4 x 4 3/4)
------------------------	-----------------

Model KK, 7-8 h.p.	(3 3/4 x 4 3/4)
-------------------------	-----------------

Complete catalog on request. Please mention type boat when writing.

RED WING MOTOR CO., DEPT. "B" RED WING, MINN., U. S. A.

Eastern Distributors: W. H. Moreton Corp., 1043 Commonwealth Ave., Boston ... Verrier, Eddy Co., 222 E. 42nd St., New York City ... W. E. Gochenaur Mfg. Co., 631 Arch St., Philadelphia ... F. B. Eisenbrandt, Foot of Light St., Baltimore ... Hutchinson's Boat Works, Alexandria Bay, N. Y.

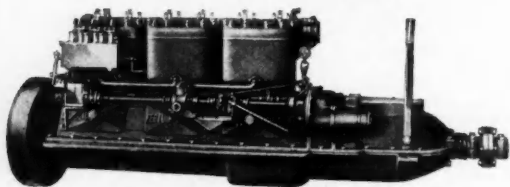
FOUR NEW REGAL MARINE ENGINES

Model "GC"—24-30 H.P.
Four Cylinders. 4 1/4" bore x 6" stroke

Model "KC"—40-50 H.P.
Four Cylinders. 5 1/2" bore x 7" stroke.

Model "GF"—40-50 H.P.
Six Cylinders. 4 1/4" bore x 6" stroke

Model "KF"—75-95 H.P.
Six Cylinders. 5 1/2" bore x 7" stroke.



Eighteen Models, 2 H.P. to 75 H.P.

Suitable for all types of boats.

Write today for complete catalog.

REGAL GASOLINE ENGINE COMPANY

Established 1901

74-82 WEST PEARL STREET COLDWATER, MICH.

Also manufacturers of REGALITE, a 1/4-K.W. air-cooled electric lighting plant for boats, homes and isolated buildings. Write for particulars.

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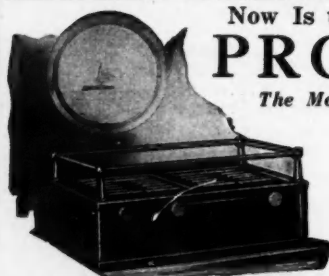


TUNGSPAR VARNISH

Durable—Lasting
High Gloss
Will Not Turn White

Try It, and you will
always Buy It

C.A. WOOLSEY PAINT & COLOR CO.
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Protane Two Burner Hot Plate. There is a Protane range for every size boat.

Write today for full information

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Now Is the Time to Install PROTANE

The Modern Cooking Service

MODERNIZE your galley now by installing a Protane Range burning Protane gas, the hottest, cleanest, lowest pressure and lightest weight compressed gas system. Protane is specified by leading naval architects and used by builders of standardized and custom-built craft. Also used on U. S. Dirigible.

Los Angeles.

YARD & SHOP

(Continued from page 136)

A NEW FAST RUNABOUT

The announcement in this issue of MoToR Boating that The Meteor Car Company, of Piqua, Ohio, will show its new 27-foot, 115 h. p. runabout at the New York Motor Boat Show brings a new builder into the field of motor boat manufacture.

Aside from the dimensions of the runabout and its carrying capacity no advance details are given as to what the new standardized boat is to embrace. The designer is well known in boat-building circles as a successfully established expert whose work is generally accepted as embracing the best ideas in naval architecture and construction.

For a number of years the product of The Meteor Motor Car Company has been exclusively funeral cars and ambulances and in this division of specialized automotive construction the company has an international reputation and an output that exceeds that of an other builder of similar equipment. Inquiry reveals that the Meteor company has always adhered to very high standards in the quality of materials used and in the precision of its workmanship and its financial responsibility is rated as the highest. Growth to an annual business in excess of two million of dollars in a comparatively few years probably best indicates the commercial sagacity that is behind the enterprise.

The president of the company, Maurice Wolfe, is an automotive engineer and his entrance into motor boat manufacture is the outgrowth of his inclination toward outdoor sports, ownership of a double cabin cruiser and familiarity with inland waters in the United States and annual cruises in northern Canadian lakes and streams.

Mr. Wolfe's experience, and the reputation he seems to have earned among owners of his cars and supply houses and manufacturers with whom The Meteor Motor Car Company does and directs, is properly equipped to produce a standardized business, indicate that the large plant he personally manages to produce motor boats that will arrest attention.

It is understood that the Meteor plant, which is a wholly modern factory with highly skilled mechanics in body framing and automobile assembly, is preparing to produce motor boats on a large scale, confining itself to a completely standardized model that has proved worthy and is an extraordinary value.

A PERMANENT RACE COURSE PROPOSED

President Gordon C. Gillies of the Mississippi Valley Power Boat Association has suggested an excellent scheme for a permanent motor boat test course. It is suggested that this take the form of a carefully surveyed 2 1/2 mile course with permanent markers and also fitted with permanent electrical timing apparatus and facilities for conducting tests and races at all times. At this time it seems that Peoria, Illinois will be the point selected for such a course and if it is set up and established it will provide an accurate and official course over which boats and engines or other equipment can be carefully and accurately tested and tried out. We all know that not all race courses are carefully laid out and many extravagant claims have been made for records established on courses of questionable accuracy. Under the plan proposed there would be no question of the accuracy as far as distance and care and timing could enter into the matter and the use of such a course would be a big step forward in controlling the records which are being made so often now.

SUCCESSFUL YEAR FOR DACHEL-CARTER

A. B. Carter, president of the well known yacht builders, Dachel-Carter Boat Company of Benton Harbor, Michigan, reports one of the most satisfactory years in his entire business experience.

Mr. Carter points out that the interest in boating, which we have all seen grow to its present point, is no longer confined to seasonal basis as far as purchases of new craft are concerned, for in the month of November contracts were signed by his plant covering early delivery on two of their 45-foot standardized cruisers.

In commenting on these sales, Mr. Carter said the interesting desire for genuine comfort and adequate room in cruising craft is clearly emphasized by the two future owners of these boats, who purchased solely on the basis that this 45-footer offered a maximum of comfort and usable room in its class.

Mr. Carter received a letter from Carl D. Greene, well known business man of Chicago, which is a splendid example of how busy businessmen are finding relaxation in comfortable cruising in these modern craft which provide as much or more comfort on water than can be found in the finest hotel or summer resort on land.

(Continued on page 140)

Announcing Fleetwing

1929 Fleet

Fleetwing Sea Skiff "Junior"

A comfortable twenty-eight-foot cruising sea-skiff of advanced type. Gray powered.

Fleetwing Sea Skiff "Sportster"

An express speed twenty-eight-foot cruiser. A dependable sea boat with forward cockpit. Kermath powered.

Fleetwing Forty "Standard"

A double cabin bridge deck cruiser that is fast, trim and yachty. Fleetwing. Buda powered.

Fleetwing Forty "De Luxe"

An enclosed bridge deck double cabin cruiser having many superior features found on no other boat. Fleetwing. Buda powered.

*Write today for advance information
on model in which you are interested.*

Exhibiting at N. Y. Motor Boat Show, January 18 to 26,
Spaces B2, B3 and B7

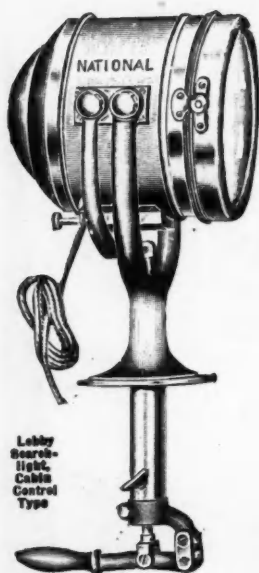
FLEETWING YACHT & SHIPBUILDING CORP.

Frank V. Borick, Director of Sales

250 WEST 57th STREET, NEW YORK CITY, N. Y.

New Permanent Showroom, Yard & General Offices Open About April 1st at 153rd St. & Hudson River, New York City

Mention MoTOR Boating, 57th St. at Eighth Ave., New York.



Lebbby
Searchlight,
Cable
Control
Type

The NEW LEBBBY TRADE MARK REG. U.S. PAT. OFF. SEARCHLIGHT

is even more efficient than our regular type due to new concentrated filament bulbs which have just been designed. The wheel controls on cabin types are being replaced with a simplified lever control to meet the modern trend in design.

The Highest Powered Low Voltage Searchlight Made

Write for full information.

Size 7"	Range 1/3 mile
10"	2/3 mile
14"	1 mile

We manufacture a complete line of running lights and cabin fixtures, outboard specialties and marine type electric house fixtures. Write for Circular to Dept. G.

The NATIONAL MARINE LAMP COMPANY

Forestville, Conn., U. S. A.



Hull Seams

**Use FERDICO
Seam Filler
ABOVE AND BELOW
THE WATER LINE**

All the old filling in seams should be thoroughly cleaned out and be free from dust, dirt, and oil, and should be thoroughly dry. Caulk deep enough to allow space for Ferdico Seam Filler. Press Seam Filler in firmly and scrape off excess.

Do it right once and forget it for years.

FOR DECK SEAMS:
Jeffery's No. 1 Marine Yacht
Glue.

UNDER CANVAS:
Jeffery's C. Quality Liquid Glue.

**FOR DOUBLE PLANKING
AND BATTEN SEAMS:**
Ferdico Aviation
Liquid Marine Glue.

FOR CANOES:
Special Marine Canoe Glue.

*Send for our free booklet on using Marine Glue.
On sale at all hardware and ship chandlers stores*



Yard & Shop

(Continued from page 138)

PRODUCTION PLANS AT LYON-TUTTLE

THE plans of the Lyon-Tuttle Corporation at City Island call for the production of a large fleet of Sea Lyon runabouts. Alec Imm has recently joined the organization of this company to take charge of this production. During the previous three years Mr. Imm has been production manager of the Horace E. Dodge Boat Company and for many years prior to this he was the owner and operator of the Reliance Boat Company in New York.

Walter Leveau, who has been for several years Chief Engineer of the Horace E. Dodge Boat Works, has also joined the Lyon-Tuttle Corporation and is in charge of engineering and design. The plant at City Island is in general charge of Walter S. Smith.

LOCKWOOD TO ANNOUNCE NEW MODELS

In the February issue of MoToR BOATING, the Lockwood Motor Company will make a detailed announcement of all its new outboard motor models.

There will be much of interest to the outboard motor boatman in this announcement and it will be well to watch for it carefully.



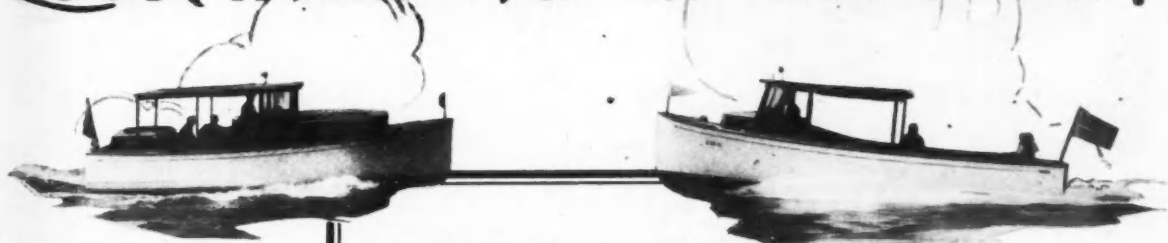
The rubber boat blocks devised by A. F. Masury

RUBBER BOAT BLOCKS

A new device recently developed by A. F. Masury, owner of L'Apache and also of the Gold Cup runabout, Runnin' Wild, has for its prime purpose the more complete protection of a boat's hull when it is hauled out for only a short time or for the winter. It is of utmost importance that the blocking which supports a hull should hold the boat on an even keel and permit the keel to rest firmly on its cradle. The rubber shock insulating wedge which has been designed will permit the base of the wedge to be nailed to the top the chocks. The angle of the wedge is automatically adjusted to the shape of the hull by a universal shackle, while the pressure of the hull is taken on the rubber blocks which surround it. The top of the wedge is padded to prevent injury to the wood of the hull. These wedges are arranged of four blocks of rubber, one in each corner of heavy wooden blocks where they are held in place by a U bolt in the center of each block. This bolt holds the four rubbers in place and permits the wooden blocks to take any angle with the hull as required. Four of these units are usually required when hauling a boat, while two are sufficient for a small boat.

(Continued on page 142)

Look them over at the Show!



NEXT month be sure to visit the Motor Boat Show at the Grand Central Palace! Be sure to go to Space No. A-6, for there you will find the finest display of all—that of the New Richardson Cruisabouts.

These printed illustrations give but a vague idea of the New Cruisabouts. You must inspect them from stem to stern, keel to truck to realize that in the New Cruisabout are seaworthy lines, commodious accommodations, construction, equipment and finish never before found in a length of 28 feet and a price under five thousand dollars.

Space No. A-6. Be sure to go there before you look at another display at the show.

To those interested we shall be pleased to send our new brochure delightfully illustrating and describing the Richardson Cruisabouts for 1929.

RICHARDSON BOAT COMPANY, INC.
Sweeney St. at Payne Ave., North Tonawanda, N. Y.



THE CRUISABOUT IS DISPLAYED BY

Bruns, Kimball & Co.
Fifth Ave. and 15th St.
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Philadelphia, Pa.

Richardson Detroit Boat Co.
1013 Ford Bldg.
Detroit, Mich.

Washington Motorboat Sales Agency
1344 Connecticut Ave., N. W.
Washington, D. C.

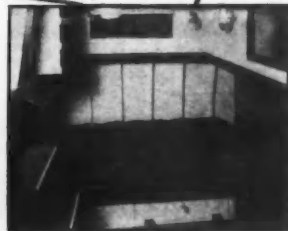
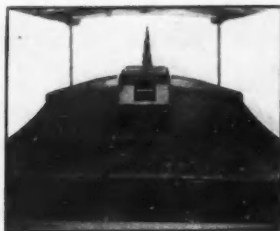
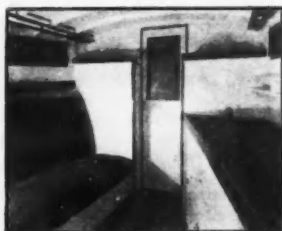
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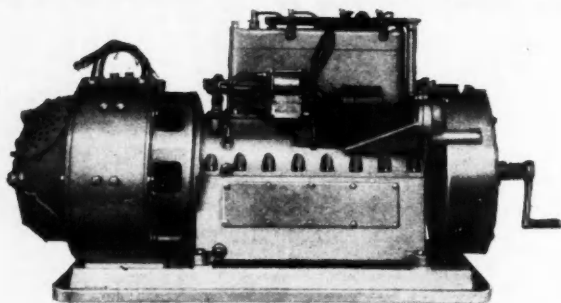
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Richardson Cruisabouts

WHERE CURRENT MUST NOT FAIL



• • • *eternally on the job*

A Universal Electric Plant is built part by part to deliver service that can always be relied on. Compact, economical, smooth-running, ready accessibility, oversize 4-cyl. engines—you'll get maximum service from your Universal. Tell us your needs and we'll be glad to specify the proper unit.

UNIVERSAL
MOTOR CO.
Dept. MBG1
OSHKOSH, WIS.



MARINE TYPES 1½, 2½, 4, 7½, 10, 12½, KW.

At Booths 21 and 22, Third Floor, we will exhibit for the 21st time. Always at these Motor Boat Shows, N.Y., we display interesting advances in reverse gears. This year it's the New Paragon 90 Line, simple in construction and speedy in reverse. Look us up. Paragon Gear Works, 400 Cushman St., Taunton, Mass.

P.S.—Better look over the motors equipped with our 90 Line Gear. You will find these engines marvels of design and workmanship.

YARD & SHOP

(Continued from page 140)

MABE III

MABE III is a modified V bottom day boat built for Dr. Norman P. Geis of Riverside, Connecticut, by the Luders Construction Co., of Stamford.

The boat is 11 feet beam draws about 3 feet of water. Is a twin screw craft powered with a pair of Sterling Chevron motors and on trial trips with half fuel and seven people on board, the boat made a speed in excess of 22 statute miles with maximum revolutions of 1,450.

The boat as could be expected, is exceptionally steady and dry. It has been designed purely as a day boat. The accommodations consist of a cockpit forward followed by a commodious cabin with transom seats on each side. Back of this on one side is an unusually large toilet room and opposite a very large wardrobe. The entrance is from the deck at this point and comes down diagonally, protected by the windshield and is a feature that is found on most of the smaller Luders boats. Back of this passageway and entrance and enclosed in an extension of the deckhouse are the two engines with full headroom in front and at the forward end of these motors. This arrangement makes a very satisfactory working space and gives ideal ventilation and access to the machinery that is so often tucked away out of sight and inaccessible.

It will be noted that the day boat idea is carried out to the extent that there is no galley on this craft. The bridge deck is unusually large while over the motors the construction of the hull is so solid and the operation of the engine so smooth that there is no vibration whatsoever to annoy the occupants of the bridge. This space is entirely enclosed with sliding or drop sash windows which gives complete protection in any sort of driving spray or rain.

There is an after cockpit with a wide stern seat, with space for half a dozen chairs. The boat is capable of accommodating a sailing party of a dozen to twenty.

The operation of the motor is from the bridge where the helmsman sits in a heavily upholstered seat with an inclined steering wheel before him and with all the controls conveniently at hand.

The boat with her continuous sheer is a slight departure from the usual Luders type and represents an interesting experiment in an attempt to get the last work in such a craft.



Mabe III the new Luders cruiser

A DOWN DRAFT CARBURETER

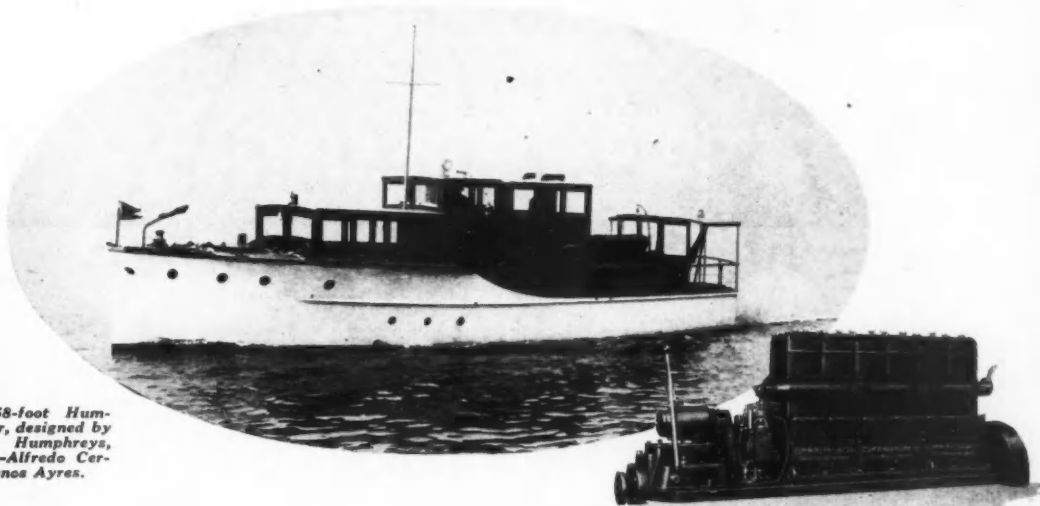
Some interesting tests were made recently at the plant of the Scripps Motor Company in Detroit in which a new model D D 5 Holley down draft carbureter was tried on the new H 6 Scripps marine engine. As a result of these tests this carbureter is to be fitted to these engines in the next year's production and many claims are made for it. Among the advantages it is stated that the fuel is allowed to flow by gravity from the carbureter bowl into the intake tube. The air flowing past the jet carries the fuel along with it and thoroughly mixes the vapor with the air. A much cooler mixture can be used and this results in a larger charge of gas entering the cylinders. A much larger intake manifold is also possible which helps greatly in increasing the charge at high speeds. Tests of an engine fitted with this device showed a uniformly greater power which ran as high as ten per cent. The particular engine under test was able to produce 210 hp. at 2,300 revolutions.

THREE NEW A. P. B. A. MEMBERS

A report from the American Power Boat Association indicates that three new clubs have been elected to membership. They are the Lucerne Yacht Club of Lucerne, Calif., the Morristown Motor Boat Club of Norristown, Pa., and the Margate-Longport Speedboat Association, Margate City, N. J.

CUMMINS DIESELS

"the fuel is prepared"



"Antares," 58-foot Humphreys cruiser, designed by Frederic P. Humphreys, Inc.; owner—Alfredo Cernadas, Buenos Ayres.

12.8 m. p. h. on 144 Mile trip at 43.5 cents

THE trial run of the "Antares" developed these unusual figures:

DISTANCE	144 miles	COST PER MILE	.036
FUEL CONSUMED	87 gallons	AVERAGE SPEED	12.8
COST OF FUEL	\$5.22	REV. OF ENGINE	775
COST PER GALLON	.06	SIZE OF PROPELLER	24"x20"
COST PER HOUR	.435	H.P. AT 775	48

A STUDY of these figures gives one in substantial form the reason for the growing public interest in Diesel boats.

Cummins engines require no special engine-beds nor heavier boat construction—many are installed on the same engine-bed formerly used for a gasoline engine.

**NEW
K
MODEL**

3 cylinder	4 cylinder	6 cylinder
60 H.P. at 600 R.P.M.	100 H.P. at 700 R.P.M.	175 H.P. at 800 R.P.M.
QUIET	SIMPLE	VIBRATIONLESS
ELECTRICALLY STARTED		

6 3/4 x 9

Closely resembling the Model U in all but size, Cummins presents an engine which will make possible the fast boat at a low operating cost.

Production methods with simplified design enable Cummins to build the Model K at a low first cost.

If you want a **SAFE EXPRESS BOAT** . . . and an economical boat at the same time, with all the advantages of electric starting and bridge control—Let's say:—A 62-Header going 20 M.P.H. for \$1.40 an hour . . . Model K Cummins is the only engine that will do it.

REMEMBER: You do not require a heavier nor more expensive boat to use a Cummins engine, and even if Cummins were only a gasoline engine, its mechanical merits would sell it.

Exhibiting at the National Motor Boat Show, New York, and the New England Motor Boat Show, Boston.

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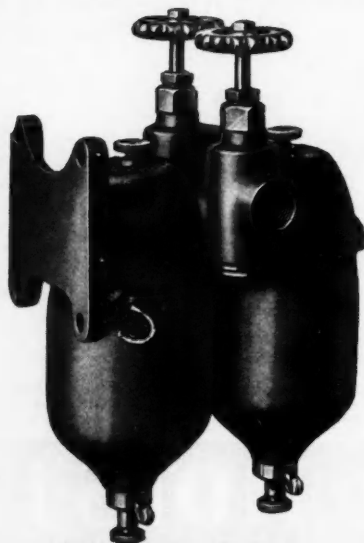
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Zenith Duplex Oil Filter
Complete details sent on request

Efficiency, Accessibility, Ease of Cleaning, Ease of Installation and Compactness—the five prime requisites for effective service on Diesel Oil Engines are ALL embodied in the new ZENITH FUEL OIL FILTER.

Its Duplex construction—two filters, each with three filtering elements, in one compact unit—simplifies installation. Control valves allow the shutting off of either filter for cleaning without stopping the engine. Each filtering element has 350 brass washers and spacers, held tightly in place on upset stem by knurled nut.

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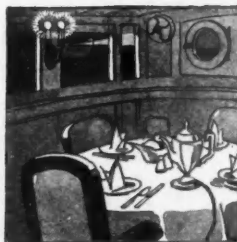
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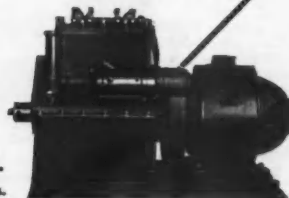
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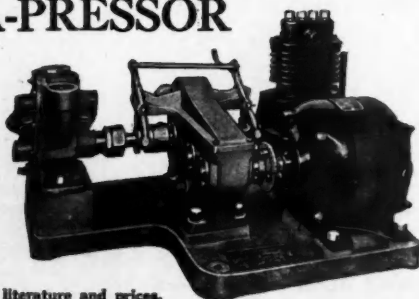
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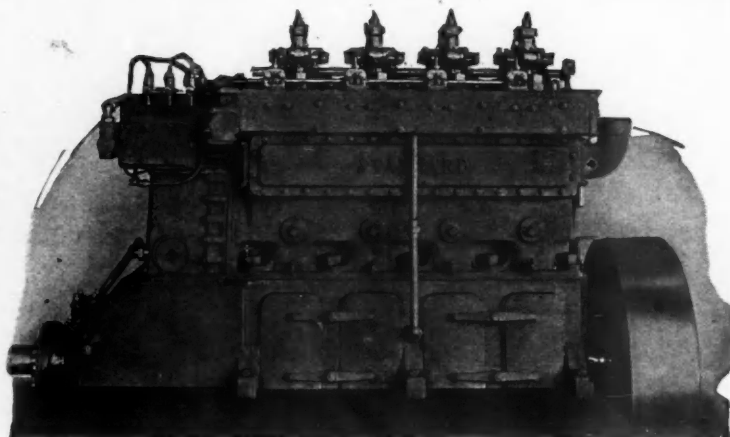
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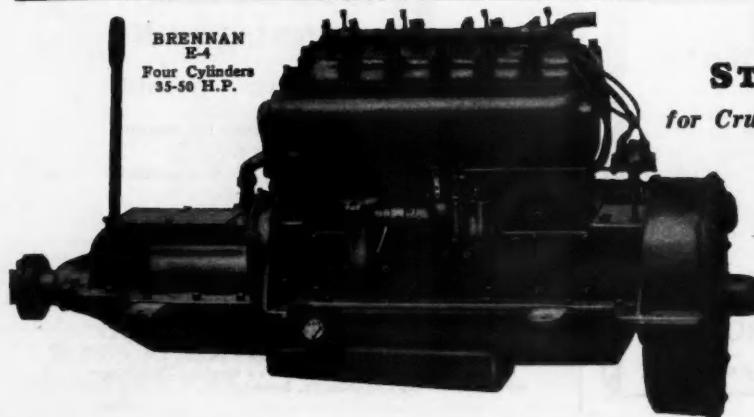
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POWERFUL, reliable motor. Instant accel-
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Has proven its reliability. Built in a heavy
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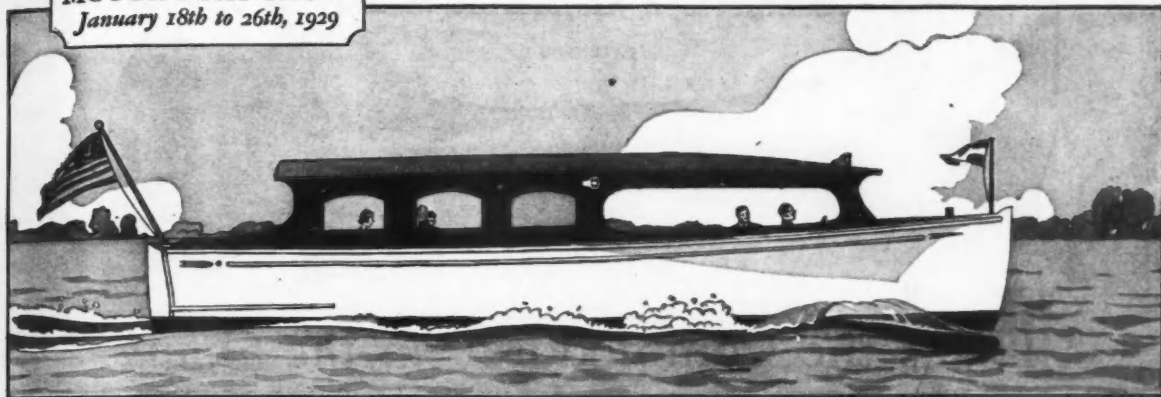
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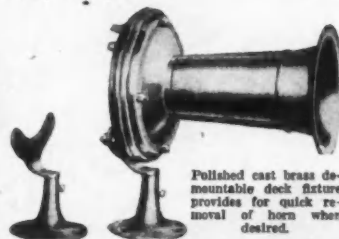
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Marine Model—6 volts—12 volts

Made especially for runabouts, small cruisers and other marine craft where fog, rain or other conditions require absolute dependability at all times.



Polished cast brass demountable deck fixture provides for quick removal of horn when desired.

Cased in highly polished brass and of a design both attractive in appearance and sturdy in condition, its distinctive nautical tone carries far over water and penetrates the densest fog.

The Topping Super Signal Horn constitutes the greatest recent improvement in marine warning devices. It is completely and hermetically sealed against all injurious effects of salt spray, fog or other destructive agencies, rendering satisfactory service under the most adverse conditions.

Adjustable from without, free from breakdown, combining beauty of appearance and strength of design with dependable and far carrying power, it is the most desirable warning horn of its kind procurable.

Standard models use 12 volts D. C. but horns for 6 volts obtainable when specified, at no extra cost.

Polished brass	\$22.50 List
Cast polished brass demountable fixture	5.00 List
Plain brass bracket	1.50 List
Horn—Chromium Plated—add to above price	10.00 List
Demountable Fixture—Chromium Plated—add to above price	2.00 List
Plain Bracket—Chromium Plated—add to above price ..	1.50 List

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"STROMBOS"

Compressed Air Marine Signal

PATENTED



STROMBOS DUPLEX

"That's the Commodore—in the Offing"

Though they hardly see it, they know his yacht, by the unusual, pleasing, long-distance signal of his STROMBOS. The fine appearance, distinctive tone and carrying qualities of Strombos signals make them particularly suited to Commodore's yachts—and the craft of other owners who desire the best.

There's a size and type of Strombos to suit your boat. It operates from the pet cock or air tank.

NOTE—The Rhamstine* Strombos is patented. There have been no licenses granted and any air diaphragm horns employing the principles covered in our patents are infringements.

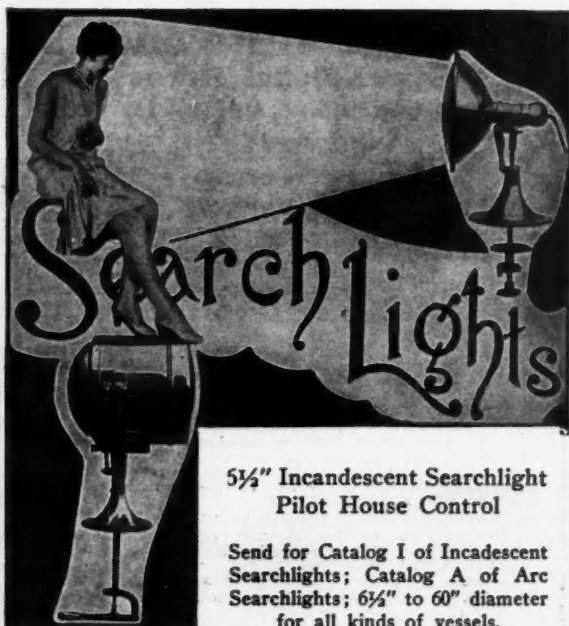
The powerful, musical tone of Strombos signals carries long distances, penetrates fog, wind and storm, commands attention. Specified by U. S. Navy, prominent naval architects, builders and owners of yachts, houseboats, speedboats and commercial fleets.

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Send for Catalog I of Incandescent
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Searchlights; 6½" to 60" diameter
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to have a searchlight on your boat

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NAUTICAL GIFTS "WITH THE FLAVOR OF THE SEA"

Brass Searchlights,
\$18.00 up; Cede Sig-
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Buoys with boat name,
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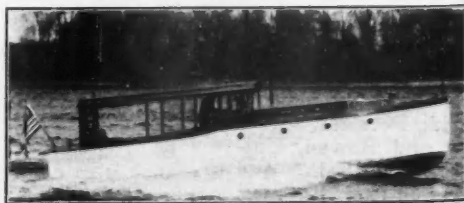
E. J. WILLIS CO.

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67 Rensselaer St.
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Wilco Polished Brass Boat Clock
42 hrs., height 6 in., dia. 4 in., width of base
3½ in. \$3.75

WHITNEY "THIRTY-FIVE" All Year Family Boat



Length 35'. Beam 10'. Sleeps eight. Six-cylinder Sterling
motor, 20 M.P.H. or Cummins Diesel 15 M.P.H. Write for full
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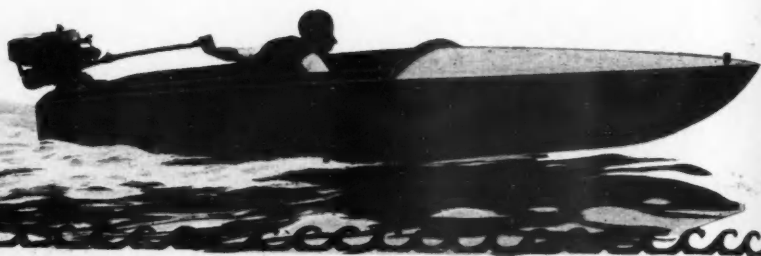


Outboard **MOTOR BOATING**

The Magazine for Outboard Yachtsmen



With The New Year Comes The New BOSSERT PIRATE



BOSSERT JUNIOR PIRATE SPECIFICATIONS

Length, 14 ft. *Beam*, 51 inches.
Freeboard at Bow, 19 inches.
Freeboard amidships, 18 inches.
Stern and Keel in one piece of selected straight grained Oak, steamed and bent to shape.
Frames of selected clear Aero Spruce aft, sawed to shape $\frac{1}{2}$ of an inch thick.
Frame, forward of deck of oak.
Forward Chine selected Oak, $1\frac{1}{4}$ inches at Bow, beveled and tapered to $1\frac{1}{4}$ inches at step, $\frac{3}{4}$ of an inch thick, steamed and bent to shape.
Aft Chine filler piece of $\frac{3}{4}$ inch Spruce, Special Bossert Round Chine of Philippine Mahogany 1 inch by $2\frac{1}{4}$ inches, brass screw fastened to filler piece creating a beautiful round chine from step to transom.
*Seam Batten*s, made of Oak.
Planking of Philippine Mahogany, $\frac{3}{4}$ of an inch thick.
Decking of Philippine Mahogany strips, $5/16$ inch by $2\frac{1}{4}$ inches wide. Strong enough to stand on.
Flooring of selected Spruce strips $\frac{1}{2}$ inch thick by 3 inches wide.
Coomings of $\frac{1}{2}$ inch Philippine Mahogany.
Transom $13/16$ inch thick Philippine Mahogany.
Transom-Knee made of aluminum alloy, bolted to keel. Very strong.
Seats and Comfort Backs, Philippine Mahogany with strips for seat give and spring.
Fastened with approximately 2800 brass screws.
Finished natural with four coats of the highest grade Varnish.

an outboard boat which is unsurpassed in construction . . . stability . . . speed . . . safety . . . and price.

The reason only Bossert is able to build a boat of this type for such a price is because of their incomparable manufacturing facilities . . . their tremendous plant . . . and their experience.

Speed With Safety in a Bossert Pirate

Certainly you are beginning to realize how foolish it is to try to enjoy driving along congested highways, looking at billboards and dump heaps and breathing burnt gasoline when you might be speeding over clear, clean water surrounded by beautiful scenery and breathing pure fresh air.

Don't Fail to See Us in Booths
118 and 119 at the Motor Boat
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Attractive
Proposition to Dealers

Write today for full details of our new special offer to dealers. We have one in every section. The Bossert Pirate means big value for the buyer and good profit for the dealer.

Louis Bossert and Sons (Boat Dept.) 1301 Grand St., Brooklyn, N. Y.

WHAT SHOULD THE NEW OUTBOARD RULES BE?

Various Outboard Racing Organizations Now Busy Formulating Rules for 1929 Events—Your Suggestions Will Help

THE national outboard regatta at Lake Elsinore, California, on December 8, (described elsewhere in this issue) under the auspices of the Southern California Outboard Association, a member of the American Power Boat Association, brought to a close the major outboard regattas of 1928. With entries competing from all sections of the country and with several new records being established it was a fitting climax to a season overflowing with outboard activities from beginning to end, from coast to coast and from lakes to gulf. No part of the country was without its outboard regatta—in many places they were weekly events during the season. It has been the greatest comeback for motor boat racing that the sport has ever known.

While official speeds have gone up during the year from a bare 30 miles an hour to above 40 yet this achievement is by no means the most important development. The great increase in the number of people racing is of much greater importance. Probably upward of 50,000 outboard motors have been built and sold during 1928. The distribution of this great number to the people of this country, as well as abroad is not limited to either sex or to any particular age. Young, as well as old, man, woman and child alike have entered the sport and enjoyed it at an expense well within the means of millions of our people.

The development in both motors and hulls has been responsible for these increases in speed and universal use. Neither alone could have accomplished it. The limit has by no means been reached, in fact, progress during the twelve months to come will be even more marked. More new developments in outboard motors and hulls will be shown at the New York Motor Boat Show in January than ever before. No longer will the single and two cylinder motor get most of the attention. Already we have the four and five-cylinder outboards. Sixes and even eights are not far beyond the horizon.

Perhaps one of the greatest contributing causes to the rapid growth of outboard racing has been the uniform system of racing rules which have been in use during the past year. These rules, first formulated at the 1928 Motor Boat Show and then sent out to the various racing organizations for their suggestions, were approved by every major outboard racing organization except the Mississippi Valley Association which raced under its old rules but found during the course of the year that many phases of the rules were unworkable. Arbitrary changes in their rules were made, so after all, it can be said that the country is fairly together on one standard set of rules.

In the main, the new racing rules attempted to provide: 1, races for stock motors only, with a workable definition of a stock motor; 2, classes for both the so-called amateur and non-amateur drivers; 3, a division of the motors into classes accord-

ing to piston displacement, including all existing motors and a provision for larger motors that might be developed in the future; 4, certain definite distances over which records might be established and; 5, an attempt to lay down a number of simple rules for conducting outboard contests, for the guidance of both contestant and official.

As to how well the rules were received and how well they worked, opinions, of course, differ. Nearly 70 new American Records were established during 1928 under the provisions of the new rules, over 20,000 copies of the rule books were distributed besides given a circulation of over 50,000 in the magazines in which the rules were printed. It is safe to say that there were fully 5,000 races with over 100,000 boats competing, a fairly good record for the first year.

But even as good as the rules were, they were far from perfect. And now is the time to consider what changes and improvements can be made. In this work of reconstruction every outboard racing enthusiast can help with his suggestions. A very concerted effort will be made to get the suggestions of everyone and to formulate rules that will be satisfactory to meet all situations.

The Outboard Contest Board of the American Power Boat Association has already met and made its suggestions. (The report of the chairman was published in full in the December issue of *MoToR Boating*.) However, no final action has been taken as it is planned to hold during the Motor Boat Show at New York a mass meeting of all outboard racing men to give everyone a chance to express his views.

The weak points in the present rules might be summarized as follows:

1. The impossibility of determining in most regattas whether a motor is really stock.

2. The retarding of development if classes are provided for stock motors only.

3. An unsatisfactory definition of

amateur and non-amateur.

4. The racing of the trade, tramp drivers and out and out professional drivers in small regattas and in events provided primarily as amateur events.

5. Not enough attention given to inexperienced and novice drivers.

6. The doubtful value of speed records established under different conditions in different localities under doubtful supervision.

To discuss each of the above points briefly, one must keep in mind at all times the one fundamental that the object of any set of rules, must be to provide racing for the greatest number under conditions most fair to the greatest number. Any rule which does the opposite or provides (Continued on page 178)

PLEASE ANSWER THESE QUESTIONS

1. Are you in favor of leaving the existing piston displacement classes (A, B, C, D, E, F, G, H) as they are at present?
2. Do you favor dropping classes E, F, G, and H and calling everything above the C Class, Class D?
3. Do you favor making piston displacement the only restriction, that is, having no class for stock motors?
4. Do you favor only a stock class?
5. Do you favor in addition to a stock class, a development class on which there shall be no restrictions except piston displacement?
6. Do you favor a driver restriction, that is, a division for so-called amateurs and another for professional drivers?
7. Do you favor amateur racing only?
8. Do you favor professional racing only?
9. Do you favor the existing distances for American Records, that is, 1 mile, 2 miles, 2½ miles, 3 miles, 4 miles, 5 miles, 6 miles, 10 miles, 25 miles, one hour?
10. Do you favor awarding only one American Record in each class (A, B, C, etc.) irrespective of the distance over which the record has been established, that is, if the fastest speed with a Class A motor is 25 miles per hour and this made in a 1½-mile race, should this speed be recognized as the only Class A record?
11. What distances do you favor for American Records (provided your answer is No to Nos. 9 and 10)?
12. What form of start do you prefer?
13. Do you favor right or left hand turns?

Kindly mail your answers to the above questions to the Editor of *MoToR Boating*, 959 Eighth Avenue, New York City, as soon as possible. The result of the vote will be presented at the Outboard Meeting to be held during the Motor Boat Show in New York, Jan. 18-26.



Kenneth A. Merrill, who took the trip and told the story

F Outboarding FLORIDA'S

Hardy Adventurers Make a Cruise in Small Boats and Encircle an Interesting Section of Florida's Primitive Waterways

By Clarence E. Bosworth

ONLY fifty miles inland from Florida's dashing fashionable eastern Gold Coast, and paralleling it for more than three hundred miles, is a waterway of connecting lakes, rivers and canals offering adventurous passage through a wilderness almost as pristine as that which greeted the swashbuckling conquistadores under Ponce de Leon.

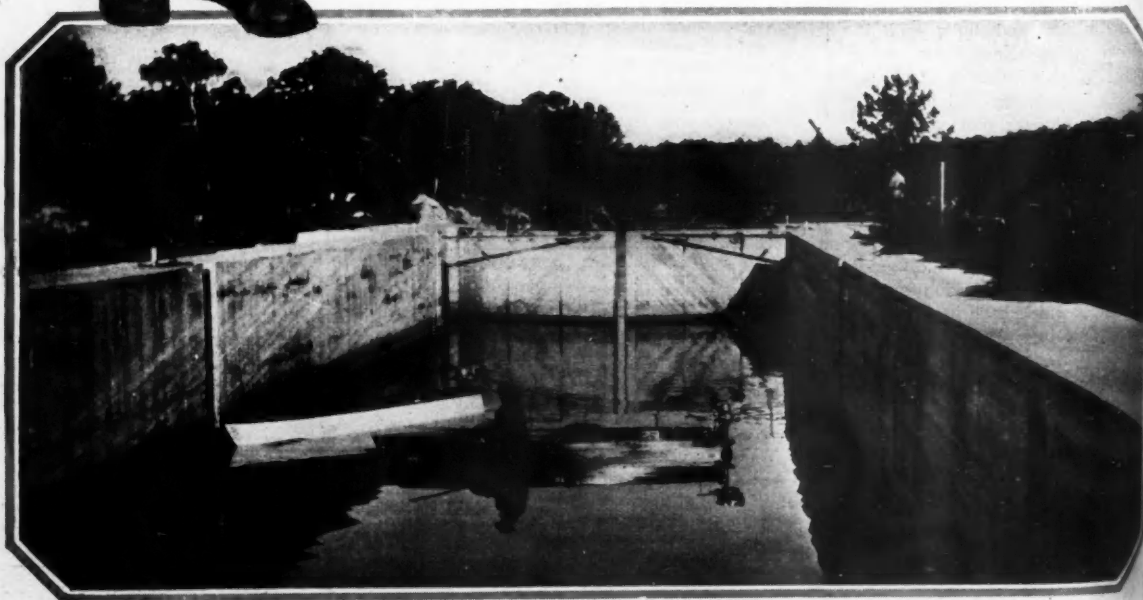
This is the same wilderness, little disturbed for great stretches, which

swallowed in its tangling jungle those units of the United States Army which vainly pursued for seven years, bands of Seminole Indians who slipped with discouraging regularity through the cordons thrown about them. And it is the same wilderness through which, until a few years ago, hardy adventurers poled and paddled their canoes to emerge as heroes, and be given every opportunity to let their imaginations prompt their tongues with as glib enlargement upon fact as old Marco Polo indulged in upon his return from Far Cathay.

Within the last year, poling and paddling through this wilderness was changed to put-putting, but even now, most of the thousands of tourists who visit Florida every year in search of diversion, follow the charming coastline, lay their courses through the Inland Waterway or drive over splendid highways without realizing that two hours away is this little explored, seldom visited area as intriguing as the course of the Rejang through the jungles of Borneo.

In the wilderness, the waterways twist and turn as

The adventurers play lock-tenders and lift their boats 6 feet



Through WATERY Wilderness

they lead from one lake to another, or they straighten out and run for miles in a bee-line from point to point. No suggestion of monotony mars any part of this route and the facts concerning a journey through it are so interesting that imaginative coloring of any tale connected with it is unnecessary. When river-running begins to pall, some broad lake bursts into view and sometimes the compass is called into play to assure holding to a true course. These wild areas are punctuated by tropical hamlets, pretty villages and an occasional city of beauty and consequence.

A complete circular tour can be made by starting from Jacksonville and running southward up the St. John's River, one of the few rivers in America which flow north. At Welaka is the junction of the Ocklawaha with the St. John's and here a turn is made westward into the Ocklawaha which is followed westward and southward until, eventually, Lake Okeechobee is reached. It depends upon how much time may be spent on the cruise whether a portage is made from Okeechobee City to Fort Pierce to enter the Inland Waterway for the return north, or go to the St. Lucie Canal and continue eastward to Stuart to enter the same waterway, or choose the Palm Beach Canal to emerge at Palm Beach, the Hillsboro to emerge at Boca Raton, the North New River to emerge at Fort Lauderdale, or the South New River to emerge at Miami. All of these routes from Lake Okeechobee lead to the Inland Waterway which may be followed northward for the return to Jacksonville.

This route was pioneered by Kenneth A. Merrill, of the old and important boat-building firm of Merrill-Stevens Co.; Francis l'Engle, a prominent attorney; and Walter Warrington, who is well known in Florida real estate circles. These are all representative citizens of Jacksonville, outboard enthusiasts who have had born into them the true pioneering spirit, for they are

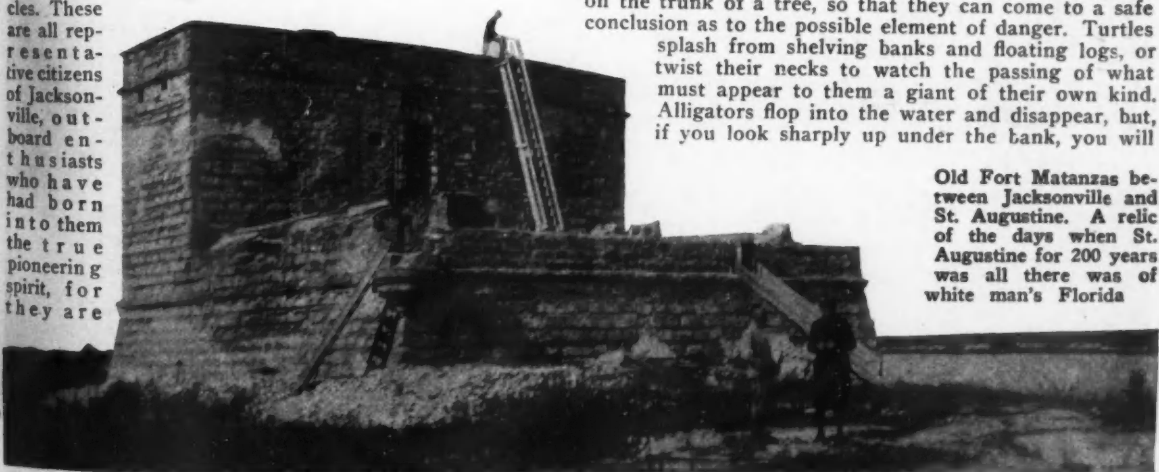
sons of men who came to Florida away back in the early days and helped the state to grow to its present importance.

On a cool October morning, they launched two 16-foot Baby Buzz boats at Welaka. Rather small craft, these, for a ten-day cruise for three grown men and the necessary pots, pans, kettles and provisions but the little boats proved sufficient for all purposes. At 6:45 a. m., the sturdy Johnsons were given their first flip and at 6 p.m. they tied up at Moss Bluff more than a hundred miles by water from Welaka.

For 150 miles from Welaka to Sulphur Springs, the Ocklawaha (in Seminole this name means dark crooked water) runs through a seldom broken forest of magnificent cypress. Here is tonic air and the wierdness of cypress silences for the water-sunk roots of these trees push stark, grey trunks into the air to hold high their green-crested tops. The river almost doubles upon itself in places, and only at times is it possible to look ahead more than a few hundred yards.

The busy little motors break the age-old silence with their muffled purr. Cranes and heron lift inquiring glances at the intruders and then fly lazily aloft to roost on an overhanging limb or cling to an airplant high up on the trunk of a tree, so that they can come to a safe conclusion as to the possible element of danger. Turtles splash from shelving banks and floating logs, or twist their necks to watch the passing of what must appear to them a giant of their own kind. Alligators flop into the water and disappear, but, if you look sharply up under the bank, you will

Old Fort Matanzas between Jacksonville and St. Augustine. A relic of the days when St. Augustine for 200 years was all there was of white man's Florida



see that the sly fellows have hidden in the shadows and have poked just their eyes and nostrils above the water to study the cause of the disturbance. A rattling in the slashings marks the disappearance of a startled deer or cautious bear and innumerable waders look out from vantage points among the tangled roots while birds of flight dart out over the river only to dart back to shelter again. Here, indeed, is sanctuary for our wild life.

Bear's Island is passed 30 miles from Welaka. Two miles further is Davenport. Sixteen miles beyond, Blue Springs is reached where crystal-clear waters from one of the thousands of springs in this district mingle with the darker waters of the Ocklawaha. Fort Brooke attracts attention ten miles up-river and serves as a reminder of the Seminole wars.

Sixty-two miles from Welaka is Needle's Eye where the river narrows and makes a sharp turn which seems to mark the end of the course. Ancient oaks and grizzled cypress fling their branches far out over the river to almost meet overhead and hold the great beards of Spanish moss which festoons the waterway. Caution reduces speed, and as the turn is made, a new forest of oak, magnolia, cypress, palmetto, water maples, almonds, bays and gum trees intensifies the interest. To gladden the scene, the blossoms of dogwood, the flowering horsechestnut, orchids, jasmine, woodbine and rampant rhododendron add to the wonder of the tropical wilderness. For here is an almost inconceivably willing growth of those very shrubs, vines and plants which grow so reluctantly in greenhouse and garden farther north.

Indian Bluff marks 64 miles of distance from Welaka and a mile beyond is Twin Palmettoes, easily identified by a double tree. Then comes Paine's Landing at 71 miles, Ready Cut at 76, and Forty-foot Bluff at 78 miles. The ever-changing, never-waning interest is perpetuated for 9 miles more and Eureka presents its impressive showing of orange groves. The forest shuts in again and in another 10 miles Cypress Gate is reached. Here, a giant cypress on each side of the river, forms nature's gateway to a new wilderness of water, and then Twin Cypress is reached at the 95-mile point where the same growth is duplicated.

The river widens and splits around a tropically jungled island called Hell's Half Acre, 101 miles from Welaka, that is, as the river runs. Gore's Landing is three miles beyond and then comes Osceola's Old Field at 104 miles where the great chief of the Seminoles used to raise

sugarcane and corn before the duplicity of our own ancestors brought a great life to an untimely end. Perhaps you will remember that Osceola was finally captured under a flag of truce and imprisoned in Fort Moultrie for nothing at all, and kept there until he died of a broken spirit and broken heart. The character which was compounded in him through the union of his English father and Seminole mother was not of the kind that permits progeny of such matings to submit to injustice and confinement.

Again the landscape changes and an unusual growth, or a growth of unusual palmettoes—place the modifier where you will—attracts attention and gives this spot its name—Palmetto Grove. The forest opens and the little settlement of Connor is passed at 118 miles from Welaka. And then comes Grahamville which is a landing formerly used by the orange growers in the vicinity.

Just before reaching Grahamville, our pioneers found their way blocked by an almost water-level drawbridge. No bridge-tender was in sight so they decided to open it themselves rather than unpack all the dunnage and unship the motors so that the boats could be hauled over. Much to their surprise, examination showed that the bridge had not been opened for several years and minor repairs were necessary. However, it was finally opened and successfully closed and the next adventurers who come along will probably find the job much easier.

Another unusual experience of the pioneers was that of finding the waterway completely filled by a dredge which was working in the canal 30 miles north of Crow's Bluff. The route around this obstacle lay over its decks, and the boats were dragged across without too much effort and loss of time. On their way down the river, the trio trolled to catch enough big mouth black bass for dinner and had no trouble doing it, despite the fact that trolling was done with the motors wide open. The bass in the Ocklawaha are so plentiful that they almost crowd the stream. They are so hungry, they grab almost any lure, and they are so wild, big and strong that they add lustre to the reputation of their species as freshwater gamefish of the first order.

At 5:30, Merrill, l'Engle and Warrington stopped at the landing just above Moss Bluff, and here the only accident of consequence during the whole trip was suffered by Merrill. In scrambling ashore, he slipped fell, and poked a coffee bean into his eye with the result that the other optic had to do all his scenery-hunting for the rest of the cruise. (Continued on page 172)



The boats tied up at Mount Dora Yacht Club

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Commodore David Mackay of the Elsinore Yacht Club and his Flying Scotchman

PACIFIC OUTBOARDS BEAT THE COUNTRY

Regatta at Lake Elsinore, California, Attracts Entries from East and Mid-West but Far West Wins—Seven New American Records Set Up

By D. W. CAMPBELL

WITH an orgy of record breaking during which seven new marks were set up, the American Power Boat Association program of Outboard events on the west coast was brought to a very successful close at Lake Elsinore with two wonderful days of racing on December 8 and 9 under the auspices of the Southern California Outboard Association. The weather was perfect, the course well laid out, the water smooth, the boats and motors in tip top shape and the competition very keen.

Lake Elsinore is a beautiful body of water nestling in the mountains of the Coast range and about half way between Los Angeles and San Diego on the Inland Route. The Elsinore Yacht Club under Commodore David Mackay has built up a lively interest in outboards and races are frequently held in which records are established. The slopes of the hills along the course, give the spectators a natural grandstand from which to view the events.

An elaborate program containing fifteen events at half hour intervals both days was prepared and Commodore O. K. Hunsaker and his assistants ran off the heats with such precision that practically no changes were necessary.

Fifty boats of all types and sizes were on the beach when the first race was called on Saturday morning. In addition to the local boats, a number of entries were present from Northern California. All the Motors were represented, but Evinrudes predominated in the Class C events.

The appearance of a racing team from the East composed of drivers who had made many of the present world's records,

was the signal for the cropping out of sectional rivalry. The five easterners who took part were: Miss Helen Hentschel of New York, Eldon Travis of Peoria, Carl Koeffler of Milwaukee, Eugene Pickart of Wilmington and Ralph Harrington of Wilmette, Illinois. These were all out to show the Westerners how it should be done while the Californians were just as determined to prove that they knew all about it. The result was that the spectators got the benefit of some real racing.

The Class D free for all was expected to bring out some new records by the Elto team, but Floyd Pierce in his Evinrude driven Bonnie Lass won the first heat in 7:56 at a speed of 37.82 m.p.h. with an eleven second lead over Blue Streak the second boat. Spirit of Peoria, Century Cyclone and Black Maria III followed in order about seven seconds apart. In the second heat of this Class, Bonnie Lass opened up a good lead just after crossing the starting line and was about 100 yards ahead of Century Cyclone on the Lower turn when his motor failed. Harrington brought his boat in an easy winner in 8:21 for the five miles.

The first record to go by the boards was the five mile Class C free for all. In the first heat of this event limited to California boats Floyd Pierce drove Bonnie Lass through in 7:59 with a ten second lead over Blue Streak. His time brings the record up to 37.58 m.p.h.

In the second heat of the Class C Amateur race, Commodore David Mackay drove his Flying Scotchman through in 8 minutes and nine seconds at a speed of 36.81 m.p.h., a new record in the class. He had won the previous heat in 8:12.

The first heat of the Class B amateur race was protested by Kneeland Jenkins and ordered run over. A patrol boat had crossed the course when he was about thirty yards in the lead on the second lap and the resulting wave had thrown his Cutie with such violence as to loosen his motor.

Three spills and a fire provided Saturday's spectators with just enough thrills to keep them on edge between heats. A carelessly thrown cigarette ignited some gas on the surface of the water and in an instant Loretta Turnbull's boat was a mass of flames. Both Miss Turnbull and her father were forced to leap into the lake. The hull of the craft was damaged before the flames were extinguished.

Saturday's perfect weather was repeated on Sunday giving the boats another opportunity to go after records. Kneeland Jenkins of San Diego was right on the job and in the runoff of the protested Class B Amateur race, set a new record of 33.58 for the five miles. Little Miss Catalina with Al Bombard driving was second and Goo Bye II, O. Robinson, third. In the second heat of this race, the order of finish was Aggravator, Little Miss Catalina and Cutie. This resulted in Little Miss Catalina and Cutie tying for first in total points but it was awarded to Cutie as she had the faster time to her credit.

Cutie's Caille motor was hitting a fast clip so Jenkins stepped out in the Class B free for all to establish another record of 33.03 miles during the third heat. The first two heats had been won by the Lockwood powered Aggravator, but as she failed to start in the last heat, the race went to Cutie on points with Little Miss Catalina second and Aggravator third.

Homer Bair of Avelon in Little Miss Catalina with a Lockwood, established another record by covering the two and one half mile oval in 4 minutes and forty seven seconds at the rate of 31.37. Goo Bye II and Cutie followed in order, their times being 5:06 and 5:07 respectively.

The prettiest racing of both days occurred in the Class C and the Class D events although the C events were more of a struggle. The Class C Amateur 5 mile event was the only one in which there was a procession. David Mackay's Flying Scotchman won all three heats with seconds to spare, his fastest time of 36.80 being made in the second heat. Second place in the score of points went to Al Thomson's Black Maria II while M. C. Martin's Bubbles took third.

Thirteen starters came out for the five mile Class C free for all. H. G. Ferguson of Long Beach took the first two heats and third in the last. In the second heat, he made a new record of 37.65 m.p.h. Floyd Pierce in Bonnie Lass took the third heat and won the event on points. The second heat of this race was a neck and neck struggle between Flying Scotchman, Bonnie Lass and Blue Streak. The latter had to break the record in order to win. All three boats were powered with Evinrudes.

Blue Streak, Bonnie Lass and Flying Scotchman were at it again in the C free for all event for California Boats, but they were in the order named when the smoke of battle finally cleared. Bonnie Lass and Blue Streak each took a heat.

Another mark was set in the Special Class C free for all ten mile race. Blue Streak with H. G. Ferguson at the controls crossed the line in 15 minutes and 53 seconds. This is at the rate of 37.78 miles. Bonnie Lass was second in 16:11 and Black Maria II third.

Blue Streak again came to the fore in the third heat of the Class D free for all five mile race boosting the mark up to 37.92. This same boat also took the race on points followed by Harrington's Elto driven Century Cyclone and Thomson's Black Maria II. Eldon Travis, who had been expected to be in the money, had a great deal of difficulty with his motor and only finished the first heat.

A very desirable type of fast outboard runabout was displayed during the Class G heats. These boats were well built, had seats for four people and made a good rate of speed. During the two days, they rendered valuable service to the committee in a number of capacities.

The five mile race for Ladies brought out four starters. Loretta Turnbull won the trophy by bringing Blue Streak home in 8:52 with a good lead over Helen Hentschel in Oh Kay. Elma Taylor in Century Cyclone was third and Mildred Milde in Black Maria fourth.

Those who had charge of the Regatta are to be commended upon the efficient manner upon which it was conducted. The starts were very good and every boat was given an opportunity to do its best.

The showing of the Eastern boats was rather disappointing as so much had been expected of them. Harrington placed in one event, Travis broke a shaft on Saturday and only finished one heat on Sunday. Koeffler made two starts on Sunday and spilled each time. Racing conditions were new to them and they had very little time in which to get accustomed to the course or the climate. The eastern boats are entirely different from those used in the California regattas. They are of much heavier construction, have greater freeboard and look more seaworthy, yet they spilled much more quickly than those from the west although the water was extremely smooth throughout the two days. The easterners have not acquired the knack of driving their boats with just their eyes and foreheads above the coaming of their craft. Air resistance of the body of the driver is very important in speeds over thirty miles per hour.

The assault on the existing records made at the Lake Elsinore regatta was most successful. The conditions on this lake are always excellent for high speed outboard racing and more particularly so over the week-end of December 8 and 9 on which the races were held. This regatta was the final one of a series of racing events on the west coast. They have been held on this lake frequently throughout the summer season and have generally resulted in the establishing of a new record in some class. This time the 2½ mile class B amateur record was raised by the boat Little Miss Catalina which was driven by a Lockwood engine. The new record now stands at 31.37 m.p.h., almost eight miles better than the previous record. In the five mile class B a Cute Craft called Cutie owned by K. Jenkins and driven with a new Caille engine raised the record in both the amateur and free for all class

B events. The amateur class is now 33.58 m.p.h. and the free for all class 33.03 m.p.h. In class C amateur D. Mackay drove his Flying Scotchman at 36.81 m.p.h. which is almost a mile better than the previous record. Blue Streak owned by H. G. Ferguson raised both the five and ten mile free for all records so that they now stand at 37.66 and 37.78 m.p.h. respectively. The new class C records were all established with Evinrude engines and the same boat and engines were also successful in raising the class D free for all for five miles to 37.92 m.p.h.



Commodore O. K. Hunsaker, Chairman of the Regatta Committee, and Ray Chapin



Loretta Turnbull, winner in the ladies' race

JANUARY, 1929

A Pledge for 1929

LAST YEAR, over 5,000 sportsmen ordered Evinrudes too late to get one.

We pledge for 1929 a continuance of the same fine Evinrude qualities of speed with endurance and easy starting with maximum power, that this finest tribute of all may again be paid: "Evinrudes are so good that there are not enough to go around."

Melbourne, Australia, Nov. 19th, 1928—Evinrudes make clean sweep of Class C and Free-for-All, Nov. 10th and again Nov. 17th.

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Division of Briggs & Stratton Corp.
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Four Models—Speeditwin, Fastwin, Fleetwin, Sportwin

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6304 E. Jefferson Avenue, Detroit, Mich. 64 King Street, W., Toronto, Ont., Canada.

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York

OUTBOARD NOTES

EVINRUDE HAS NEW SOUTHERN DISTRIBUTOR

The Evinrude Motor Company is proud of its branches and distributors, and welcomes the Higgins Industries of New Orleans, who have just recently been appointed distributors for the state of Louisiana and surrounding territory.

Evinrude's policy in appointing their distributors, is to insure the owners and dealers in that territory the same kind of service that they receive at the factory.

The newly appointed distributors keep a complete stock of motors, parts and accessories on hand, and are fully equipped to take care of all repair work. Their mechanics and service men have been carefully selected and trained, and if a dealer or user sends a motor to them for repairs it will be taken care of in the best possible manner, and that when the owner receives it back, its performance will be entirely satisfactory.

A glance into their display room, will convey the elaborate nature of this permanent Evinrude display, and the type of sales and service stations, which Evinrude is establishing throughout the country in an effort to give their users the best of service.



Higgins Industries, New Evinrude distributor in New Orleans

ELTO NEGOTIATIONS HAZARDOUS TRIP

From Canada comes details of a thrilling outboard adventure through the wilds of Northern Canada by Indian Agent Waddy and party, who traveled for 72 days and covered 1,800 miles, paying treaty money and distributing treaty ammunition and twine for fish nets.

Accompanied by four canoe men—H. Bloomfield, W. Bloomfield, Isaac Pelly and Alex Dumas—Indian Agent Waddy left The Pas on June 9 in a 20-foot freight canoe, powered with an Elto Service Twin. Upon reaching Isle la Crosse, they picked up Dr. G. F. Amyot, who is in charge of the combined Provincial and Indian Department Hospital there. The party then proceeded through what is known as the Treaty No. 10 country, reaching the Alberta boundary at Portage la Loche and from there they traveled east down the Churchill River and other waters till they reached Lac du Brochet, returning via Pukatawagan and Pelican Narrows.

Just after passing Burntwood Lake, the Indians gave Mr. Waddy some birch bark letters they had picked up. These proved to be messages written with the point of a knife or some other pointed instrument by Andy Taylor, the lost prospector. They had heard rumors of the man being lost in the wilds and concluded that these messages had been left by him. The party immediately made all possible speed to Pukatawagan, where Mr. Waddy hunted up several men who were prospecting in that vicinity. He provisioned them and supplied them with gasoline and sent them down to Cold Lake with instructions to get a plane at once and go to Burntwood Lake to hunt the missing man. He was found and brought back to the nearest settlement.

The party returned via Sturgeon Weir to Sturgeon Landing. While running the Leaf Rapids on Sturgeon Weir, the party met with their most exciting experience. Their canoe got jammed against an immense rock and all members of the party were thrown in the swirling rapids, narrowly escaping with their lives.

The canoe was finally brought to the river bank where temporary repairs were made and the trip to the Pas resumed.

Mr. Waddy was enthusiastic in his praise of the manner in which his Elto performed through the hazardous 1,800-mile journey.

TRAVELING SERVICE STATION

The Kamms Tire Service Company of Racine, Wisconsin, local dealers for the Evinrude, have just closed the 1928 Racing Season with a series of interesting, hotly contested meets. Taken from all angles, Mr. Kamm, better known as George to the boys, feels that the season was more than a success. It was their first year with the outboards, but from the way in which things have been handled, one would think that they had been brought up with the game. Things are going to hum more than ever in the Evinrude Camp at Racine next year.

Mr. Kamm is a great believer in advertising, as can readily be seen from the picture of his special sailing outfit. He feels that it has aided him a great deal, not only as a means of transportation, but as valuable advertising. Wherever the outfit was taken this summer, it caused a great deal of favorable comment. It soon became generally known that whenever this outfit was present at a race meet, service or parts could be obtained quickly and cheerfully. Even if some parts ran short, Kamm usually found a way, sometimes by stealing the parts from his own outfit.

George Kamm heads the local Outboard Association at Racine, and is also very active in the Wisconsin racing activities. To him goes the credit for the successful, well conducted meets held at Eagle Lake, a few miles out of Racine, where his summer home is located. Because of the whole hearted Kamm spirit it has made little difference to the competing drivers at the Eagle Lake meets, whether cash prizes or cups were offered. It is this spirit of good fellowship and cooperation that is making the Evinrude business profitable for Kamm's.



Kamms mobile service station has done good work at races

OUTBOARD MOTOR MANUFACTURERS FORM ASSOCIATION

In a meeting held in the Detroit-Leland Hotel on November 13, the Outboard Motor Manufacturers formed the Outboard Motor Manufacturers Trade Association. The stated purpose being—cooperation in the advancement of the outboard motor industry.

The meeting was attended by Messrs. Clausen and Biersach of the Evinrude Motor Company; Mr. Stern of the Elto Outboard Motor Company; Mr. Smith of the Caille Motor Company; Mr. Criss of the Cross Motor Company; Mr. Chadbourne of the Johnson Motor Company; Messrs. Lockwood and Tanner of the Lockwood Motor Company.

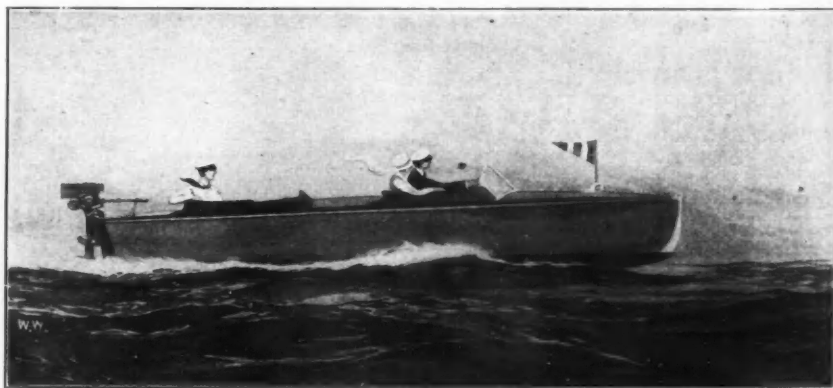
P. A. Tanner was elected Chairman of the new Association, and Mr. Biersach, Secretary. The new Association discussed and acted upon several matters at its first meeting.

ENTRY FOR INTERNATIONAL REGATTA

Information that Europe will be well represented in the international regatta to be held on the Detroit River next September was contained in a cable from J. Lee Barrett, delegate from the Yachtsmen's Association of America to the annual meeting of the International Motor Yacht Union at Brussels.

The cable stated that a 12-liter craft was to be entered by Dr. Etchegoin, who had planned to come to America two years ago when the French entry, Excelsior-France, made an unsuccessful attempt to capture the Harmsworth trophy. It was also indicated that two more English boats would be shipped to supplement the three promised by Miss M. B. Carstairs.

(Continued on page 164)



Designed by C. A. Nedwitek, N.A.

Now!

A New Boat that Presents
a New Conception of Beauty,
Safety and Smartness in the
Outboard Field—the

CHASE-EMERSON RUNABOUT

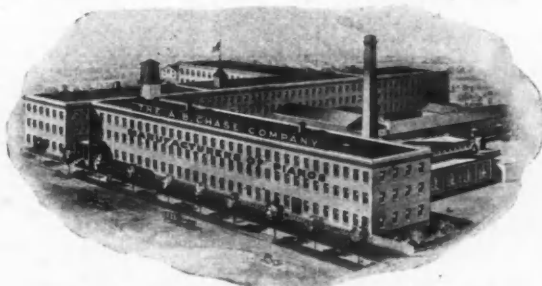
Radiant and startling in the distinctive beauty of its gleaming color combinations, it may be compared in appointments and finish only to the finest motor car.

Equally graceful at the Yacht Club docks or cutting swiftly through the water, it is a craft of which the most fastidious may be proud—and yet is easily within the reach of the modest purse.

See it—You'll be delighted

At the
**MOTOR
BOAT
SHOW**

Space 206
3rd Floor



FACTORIES: NORWALK, OHIO

January
18th to 26th

**GRAND
CENTRAL
PALACE
New York**

A. B. CHASE-EMERSON CORP.

11 West 42nd Street, New York

Makers of the A. C. Chase, the World's finest piano, established 1875; the Sweet Toned Emerson, established 1849, and the Lindeman & Sons, the second oldest piano in America, established 1836.

OUTBOARD NOTES

(Continued from page 162)

MODEL MAKERS ORGANIZE

The present hobby of many men and boys in constructing ship models was given a decided impetus by the formation of an association of ship model builders promoted by Capt. E. Armitage McCann. For the time being the headquarters will be in his home in Brooklyn until these quarters will no longer prove adequate. Capt. McCann has long been recognized as one of the experts in this field and receives innumerable requests for help from all over the country. In an effort to spread this information more generally the Ship Model Makers Club was organized and the many thousands who enjoy this hobby will be able to meet and discuss their little boats. Gordon Grant, a marine artist is to be president of the club and members are being recruited in all parts of the country. It is further proposed to publish a club journal which will contain the latest information about ship models which should prove particularly useful to all members of the new club.



J. W. Shillan of London, England, European distributor for Elto engines, discussing the outlook with Ralph Evinrude of Milwaukee, Wis.

SOME GOOD BOATING DOPE

There is a lot of good common sense in the letter sent by P. A. Tanner of the Lockwood Motor Co., to his dealers and his prospective dealers. Many of the thoughts contained in Mr. Tanner's letter are of such general interest that we consider the whole epistle worthy of reproduction. Here it is:—

"It won't be so long now before we're asking you to order your Lockwood motors for 1929. In the meantime, think about boats.

"There isn't any best boat that we know of. It has long been our belief that one boat of a given size and weight is about as fast as another. Some handle better on turns; some are better in rough water, others in smooth. One boat may be more carefully built, another not so fancy but substantial just the same and a good value at the price. You get about what you pay for in any boat built by a reputable, successful manufacturer.

"You should sell boats as well as motors. You should handle a line that gives you a fast racer, a runabout type, and a family job. Maybe you'll have to get them from different builders to get just what you want, but we believe that you can make a better well-directed sales argument on the line of ONE manufacturer than to have competing boats on the floor, and be forced to say, 'Here's this, and there's that—take your choice.' You should sell the customer what HE NEEDS and direct his attention away from that which he thinks he wants but which you, with your greater experience, know is not the job for him.

"So, we suggest you get busy NOW on the boat question. Write a half dozen of the better-builders (see their advertising in the boating papers) for literature, prices, and FREIGHT RATES. Pick and choose carefully. Other things being equal, buy from a nearby builder and save freight.

"But get started now.

"You have your expenses that run along all season. Volume of sales in dollars will keep down your overhead. And selling a man a boat AND a motor means bigger profits, better satisfied customers—more sales, more profits—its a circle.

"But our advice is, don't tie up a lot of money in a lot of boats. Plan for turnover. More POWER to you."

OUTBOARD ASSOCIATION HELPS SAILORS

An illustration of how the various yachting interests in the country are sitting up and taking notice of the outboards was presented at a recent meeting of the Southern California Yachting Association. This Association is strictly a sailing organization and is composed of the following Clubs on the Pacific Coast: Los Angeles Yacht Club, San Diego Yacht Club, California Yacht Club, Southland Sailing Club, Southwestern Yacht Club, Newport Harbor Yacht Club, Santa Barbara Yacht Club, Catalina Island Yacht Club, Pacific Coast Yacht Club.

At the recent meeting of this Association a representative of the Southern California Outboard Motor Association was invited to attend. Commodore O. K. Hunsaker was the delegate chosen to be present at the meeting. After listening to long arguments about their coming regattas this summer and no co-operation from members, etc., and complaints from officials about the fact that none of the Clubs would build a new eight-meter boat to represent Southern California this summer, Commodore Hunsaker took the floor telling the delegate present that he knew the outboards were the most unpopular class with the sailors, but nevertheless if they really wanted to make a success of their regatta that they could call on the outboards and they would guarantee a success and let the sailor yachtsman take all the glory.

Commodore Hunsaker assured the meeting that the outboards desired to co-operate in every possible way. As a climax, he told them that the Southern California Outboard Association would build an eight-meter boat and enter it as a representative of Southern California in this summer's regattas. Since the meeting the Outboard Association has formed a syndicate and the money has already been subscribed. This is the first instance we have heard of where an Outboard Association has come to the rescue of the sailorman and will build an eight-meter sailing craft to help them out. It is even possible that the eight-meter boat will be turned over to the Southern California Yachting Association and permission given to this Association to pick their own crew and to sail the boat as they see fit.

COMMANDER JACKSON COMMENDS THE OUTBOARDS

Commodore C. F. Chapman

America

Dear Chap:

The news item you send me from Art Bobrick is interesting—very interesting. Also I may add "If true."

But assuming for the moment the veracity of the statement may I call your attention to an old saying that you in your bloom of youth mayhap have not heard—"One swallow does not make a summer." Nor did it make a man inebriated in the olden days.

However, may I draw a distinction between the drivers and the boats themselves. Any man who likes the water is a good fellow per se (whatever that means). Now these men are all young, and the men we more experienced should be bringing up to know, and sail real boats and not those awful things they do. Their hearts are in the right place, as Art's news item shows, but it's the experts (than which there are no more experter than you) that tell these young fellows they are doing great and they in their ignorance really believe they are—how could they think otherwise?

There must be someone of the older crowd to back the top-sail on this, and who more appropriate than one with a reputation for growling at everything? The Outboarders otherwise would never know what they are missing in not being a member of the crowd who cruise because of their love of the water and what they see and enjoy when not tearing along trying to beat some fool record. Otherwise how could the outboarders ever know and if they never knew could you imagine anything more terrible? I can't.

As ever,

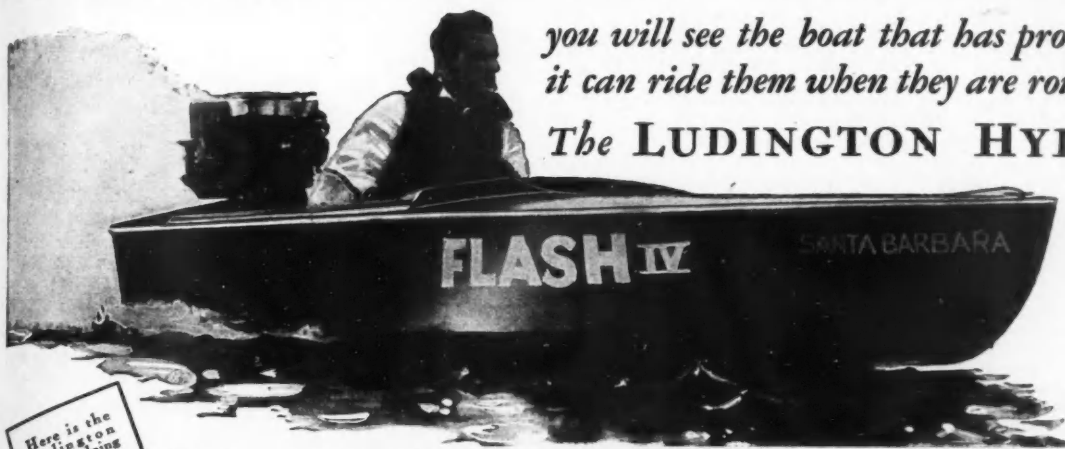
HARRY.

JANUARY, 1929

At the New York Motor Boat Show ~

*you will see the boat that has proven
it can ride them when they are rough*

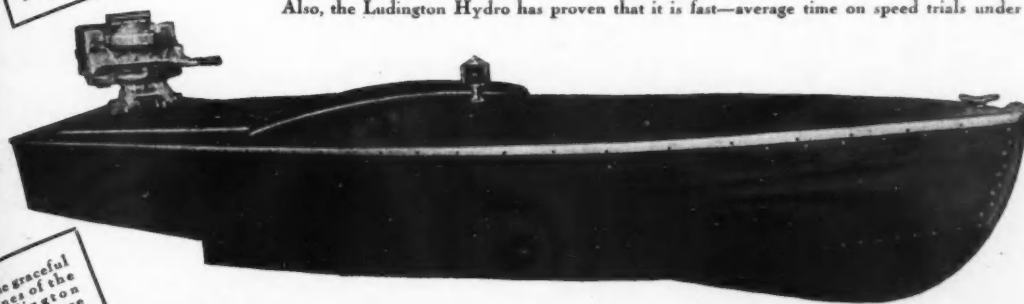
The LUDINGTON HYDRO



Here is the
Ludington
Hydro doing
55 miles per
hour on
the Upper
Schuylkill
near Phila-
delphia. Note
how it planes.

SIX months ago, after years of experimenting with various types of hulls, the Ludington Hydro was announced as the boat that was built to go out in a two reef breeze. Since that time the Ludington Hydro has proven conclusively time and again that it can stand the hammering and pounding of rough water.

Also, the Ludington Hydro has proven that it is fast—average time on speed trials under



The graceful
lines of the
Ludington
Hydro are
shown partic-
ularly well
in this illus-
tration.

A. P. B. A. supervision and sanction on the Schuylkill River was better than 37 miles per hour. Two laps were covered at the rate of 40 miles per hour.

The Ludington Hydro raced at Santa Barbara, California, and covered that rough course at better than 39 miles per hour.

The Ludington Hydro won the Schuylkill River cup and cleaned up at Torresdale, Pa., and Egg Harbor, N. J. These are just a few instances where the Ludington Hydro has shown its heels to the field.



The strong construc-
tion of the Ludington
Hydro is shown in
this skeleton view.
Stringers which
carry the thrust from
the stern throughout
the entire length of
the boat can be seen
plainly.

At the Boat Show
in the Grand Central
Palace in New York
the Ludington
Hydro will be ex-
hibited in booths
Nos. 122 and 125,
third floor.

Now you can buy the Ludington Hydro through dealers on a confidential deferred payment plan. Details of this plan will be sent promptly upon request. We will also send our new folder "40 MILES PER."

The price of the Ludington Hydro is \$250 F.O.B. Easton or Philadelphia, Pa.

LUDINGTON AIRCRAFT, Inc.

808 Atlantic Bldg., Philadelphia, Pa.

LUDINGTON

LUDINGTON AIRCRAFT, Inc.
808 Atlantic Bldg., Philadelphia, Pa.
Please send your folder.
Name.....
Address.....

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York

OUTBOARD NOTES

(Continued from page 164)

FLORIDA READY FOR BOATS

Howard Drakeley, well known manager of Duplex Marine Engine Oil, and known to the entire trade as Steve, has just returned to his Buffalo headquarters after a month in Florida where he was engaged in getting everything in readiness for the winter's rush of motor boat enthusiasts.

He reports that although things are quiet on the west coast, on the east coast everything is all set for one of the biggest seasons in history. J. F. Cheney, energetic Duplex distributor for the southern half of the state of Florida, has already disposed of several carloads of Duplex Marine Engine Oil, and all motor boat and outboard owners will find marine supply houses well stocked with their favorite lubricant.

One of the many items of the Duplex line which has become especially popular in Florida is Kasson Waterproof Grease, Mr. Drakeley reports.

Upon his return to the factory in Buffalo, Mr. Drakeley found a new member added to the Duplex Marine Engine Oil staff in the person of Bruce Swaney, advertising manager. Mr. Swaney, who is a practical man and familiar with the marine field, will assist Mr. Drakeley in his work. Among other duties he will take over the editing of the Duplex Dealer, the house organ of the Enterprise Oil Co., Inc., manufacturers of Duplex, which has been thoroughly enjoyed by members of the marine trade and thousands of boat owners during the past year.

Mr. Drakeley will be in New York during the Motor Boat Show in charge of the large exhibit of Duplex Marine Engine Oil in booths 49 and 50 on the third floor of the Grand Central Palace. This exhibit is said to be the most extensive display ever planned by any oil company and many interesting and informative features will make it well worth visiting.

Directly after the show Mr. Drakeley will leave for the Pacific Coast to visit the many Duplex distributing points in California, Oregon, Washington and British Columbia. Duplex Marine Engine Oil is proving especially popular on the west coast, and is being used in many racing events, including the popular regattas in Lake Tahoe, California.



Eldon Travis in his Boyd-Martin Bullet with which he established the Class D mile trial record of 41.748 m.p.h. with an Elto Quad

WHAT IS A TACHOMETER?

What is a tachometer? It's pronounced tack-om-e-ter.

Ask this question of any motorist. Chances are none out of a hundred he cannot answer it correctly. Don't ask an outboard motor boat enthusiast or an automobile racing driver, if you expect to demonstrate your superior knowledge, for a tachometer to them is just as common as a speedometer.

The tachometer, according to Joseph Zubaty, chief engineer of the AC Spark Plug company, is a dial instrument largely used on outboard motorboats, racing automobiles and airplanes. It is somewhat akin to the speedometer, only the tachometer registers the engine's revolution per minute, while the speedometer records distance travelled.

The tachometer furnishes the surest means of keeping up the engine's efficiency, as any variation or falling off in maximum speed will be revealed instantly and the pilot can remedy the situation.

For instance, defects in carburetion, ignition, pistons, bearings, etc., decrease the engine's speed and acceleration and increase oil and gas consumption. The tachometer will show this.

The tachometer is also used by racers to test the efficacy of

different motor accessories and numerous grades of oil and gasoline. It is the indispensable watchdog of the engine.

IMPROVEMENTS IN OUTBOARD CONSTRUCTION

Evidence that the outboard motor has reached a high state of development is found in the many features incorporated in the latest Evinrude models.

Of great convenience is the brilliant 6-volt light with thumb switch which furnishes light for both motor and boat. Current for the light is supplied by the magneto when running, while the battery is drawn on only when the motor is stopped. Easy starting is assured by the powerful flywheel magneto which flashes four powerful sparks into the cylinders with a single pull of the rope starter. Ball and roller bearing construction contributes much to minimum loss of power as well as greater smoothness in operation and an even flow of power.

Exhaust noises, which in the past have always been an objectional element, have been practically eliminated by means of a new type of muffler construction. This has been accomplished without any material loss of power or difference in speed. Compactness and light weight permit of easy carrying while a self-steering device is found to be a great convenience in operation.

Dual ignition is provided and the powerful spark from either battery or magneto alone is sufficient for starting and running. A tilting device allows the motor to be swung entirely, clear of the water, a very valuable feature in beaching the boat. Light weight, high-speed Lynite pistons are used and a new carburetor has been perfected which is proof against flooding and dripping. A greater speed range has been made possible, increasing the normal r.p.m. by 500 and permitting of the motors being throttled 150 revolutions slower.

CHAMPION HOLDS SALES CONFERENCE

November 19, more than 150 Champion Spark Plug salesmen met from all parts of the country for a four day sales conference at the factory in Toledo.

In the opening meeting R. A. Stranahan, President, and O. C. Rohde, chief engineer, discussed the changes in modern engineering, including high compression, modern fuels, detonation and oil control, as they affect the wide variety of conditions under which spark plugs must operate.

On Tuesday the entire sales force journeyed to Detroit to study the manufacturing processes at the Champion Porcelain Company where all Champion sillimanite cores—more than 1,000,000 a week—are made. Wednesday and Thursday were spent in further conference at the main plants in Toledo, together with trips through these plants.

A NEW SERVICE ORGANIZATION

Ready to serve the whole New England territory is the new organization known as the Eastern Service Marine Company, 780 Commonwealth Avenue, Boston, Massachusetts. The new company is a subsidiary of the Eastern Service Sales Company, and has been incorporated to succeed the Savage Boat Company. The Eastern Service Sales Company are the New England distributors of the General Electric Refrigerator and other appliances. Herman E. Smith is at the helm as president of the company. Mr. Smith was with the U. S. Rubber Company for twenty-one years, eleven of which were spent in domestic sales and ten years as Vice-president of the U. S. Rubber Export Company, Ltd. During his service in the latter capacity, he made frequent trips abroad and encircled the globe twice.

Mr. Smith has been a member of the Circumnavigation Club of New York for many years. He is also a member of the Wykagyl Country Club of New Rochelle and the University Club of Boston. Charles R. Prichard, General Manager of the Lynn Gas and Electric Company, is a heavy stockholder and will serve as treasurer. The Board of Directors include a group of men prominent in Boston financial circles.

To all New England boatmen, the name Llewellyn T. Savage is a familiar one. Mr. Savage is Sales Manager of the new company and is probably one of the most experienced boat and engine men in the country. He has been in the game for most of his life, having raced back in the time when thirty miles an hour was considered a phenomenal speed for any craft.

Mr. Savage is owner of Miss Massachusetts and Massachusetts Too. He is a member of the Boston Yacht Club, the New England Outboard Motor Association, Vice-Commodore of the National Outboard Association, member of the RC2, one of the board of directors of the Massachusetts Gold Cup Association, and has been on the racing committee of the Narragansett Bay Regatta for two years.



When the Door Opens!

Within this unpretentious room at the Lockwood Motor Company's plant, many of the outstanding improvements in Outboard Motors have been originated and developed.

—Here was designed the Model T—which held Class B Records for two years.

—Here the Lockwood "Ace"—holder of American Class A Records, was designed.

—Here the Lockwood "Chief"—sensational leader and American Record-holder in Class B was born.

—Here the Lockwood "Pilot" which "takes hold of the motor when you let go"—an exclusive Lockwood feature was perfected.

—Here Power and Speed hitherto unknown to the Outboard Motor field was unleashed by Lockwood Engineers.

—for 1929—What?

Lockwood Engineers have not been content to wait for new developments. They are constantly at work—creating—improving—testing—building—leading. Right now there is an unusual interest in what Lockwood Engineers have planned for 1929. Announcement will soon be made. When the door opens it will be instantly admitted that Lockwood is—

"Again a Year Ahead"

Following Lockwood's sensational success for 1928, Outboard Motor Users and Dealers naturally await the announcement with a keener interest than ever before. We assure you there will be no disappointment.

Dealers interested in the Lockwood Agency for 1929, please write NOW.

LOCKWOOD MOTOR CO. 91 S. Jackson St. JACKSON, MICH.

Dealers and Distributors Almost Everywhere

Yard and Shop

A NEW COMMUTER

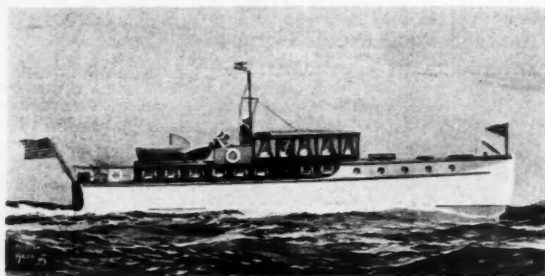
A notable addition to the great flotilla of marine speedsters that convey their owners between their suburban homes and business will make her appearance in New York waters next spring. This new yacht will be from designs by Frederick K. Lord and built by George Lawley Sons Corporation of Neponset, Mass., for Sherman M. Fairchild, President of the Fairchild Aviation Corporation.

Mr. Lord describes the new yacht as a Commuter-Cruiser and has embodied the essentials of those different types in his latest creation. Her length, 56 feet, is ample to insure seaworthiness while small enough to keep operating costs down.

For her length this new yacht has unusually liberal accommodations. The speed of this craft is to be up to thirty miles an hour and her construction is to be somewhat heavier than usual in straight commuters, which detail is quite necessary where any extensive amount of cruising is contemplated. There are sleeping accommodations for eight and a large galley is provided. The combination deckhouse and dining saloon is of ample size but the usual bulkiness of a regular deckhouse on so small a yacht has cleverly been avoided.

There is a sun deck abaft the deckhouse, and at the forward end of this deck are located the controls, in a position where the man at the wheel has a perfectly clear vision over the top of the deckhouse. There is a small after deck and a sunken cockpit well forward in the bow has been cleverly contrived so as to be completely covered when not in use or when running into heavy weather.

Owing to the interest shown in this design already, Mr. Lord has decided to standardize it, allowing for variations in the power plant, dependent upon the speed desired from 23 to 30 m.p.h., the first one, for Mr. Fairchild is to have two Liberty motors.



The 56-foot commuter designed by Fred Lord, to have a speed of 30 miles

TO CIRCLE WORLD IN 50-FOOT YACHT

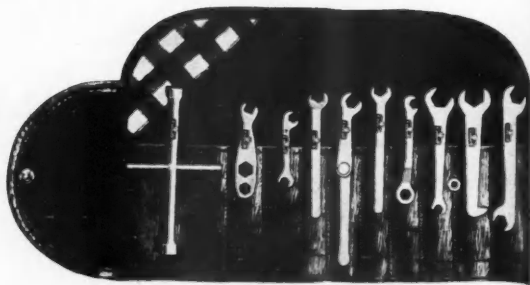
Around the world in a 50-foot sailboat. That is the task two venturesome young mariners have mapped out for themselves in a trip which they expect will take from three to five years to complete. The youthful nomads, both about 25 years of age, are Daniel C. Blum, of Chicago, and Stephen Miranda, of Los Angeles.

The young adventurers are now in Seattle, fitting up the boat for their thrilling trip. She is a Norwegian double-ender sailing yacht, purchased from a Danish nobleman of Victoria, B. C. Originally the Valkyrie, the craft has been re-christened Nomad and placed under American registry. It is being altered to suit the young globe-circlers, who will sail from San Francisco under the sponsorship of the St. Francis Yacht Club of that city.

The crew will be composed of a navigator, a cook, a seaman and themselves. Most of the water trip will be made under sail, although the craft is equipped with auxiliary power. For the numerous side trips on rivers and inlets too small for the yacht, a motor boat will be used. They expect to travel at least 100,000 miles, writing articles, taking pictures of all nations and becoming acquainted with the customs and philosophies of the various countries visited.

Nomad is a stoutly built ship, 50 feet in length, 13 feet 5 inches beam, and a draft of 6 feet. Ample accommodations for the comfort and safety of the crew during the long voyage are provided. Equipment will include two radio sending sets and a complete receiving set.

The itinerary is to include Panama, the South Sea Islands, New Zealand, New Guinea, New Hebrides, Australia, the Philippines, China, Japan, India and Siam. Several months will be spent in sailing around the South Sea Islands.



A new set of Bonney Chrome Vanadium wrenches designed especially for all forms of ignition service

NEW IGNITION WRENCHES

A new set of Ignition Wrenches, made of CV Chrome Vanadium Steel—this set to be known as Ignition Set No. 18, has just been announced by the Bonney Forge & Tool Works of Allentown, Pa.

The set contains 10 wrenches, suitable for use on ignition work on the most popular electrical systems, such as Auto-Lite, Bosch, Delco, Eisemann, North East, Remy, Splitdorf, Westinghouse, etc.

The strength obtained through the use of Chrome Vanadium Steel has enabled these wrenches to be kept thin and light and has made possible a number of innovations from the standard designs which has been used for ignition sets of ordinary steel. Every wrench is backed by the well known Bonney guarantee.

See this WINNER at the Show

New York—January 18th to 26th

Curtis Outboard Hydroplane
35 to 41 M. P. H. with Class C Motor

WINNER AT—Albany, St. Louis, Charleston, Savannah, Valdosta, Hackensack, Jacksonville, West Palm Beach, Tuscarora Beach, Hampton, Virginia Beach, Norfolk, Newbern, Toronto and numerous other points.

Write today for full particulars and price.

GAS ENGINE & BOAT CO.
Norfolk, Virginia



The Curtis De Luxe hydroplane is a sturdy 13-foot boat for all-around use. Mahogany throughout—brass fastened. Tough as iron, but a real beauty.

JANUARY, 1929

And Now—for
1929

FAIRCHILD

The
Ultimate
Outboard Boat

MINIMA, a snappy racer for A and B classes

AERO, an improved racer for all motors

Priced at
\$255 VOYAGEUR, the cruising boat supreme
MAXIMA, the ultimate in comfort

Upwards

SUPERBA, the "sportiest" job afloat

A quintet of models for racing, afternoon sailing and cruising

The success of the Fairchild Aero during the season of 1928 proved the value of the adaptation of airplane engineering. These same principles, coupled with skilled naval architecture result in a line satisfying every boating requirement.

Adequate capital and dealer aids make the possession of the Fairchild franchise exceptionally profitable. Write at once for complete information.

FAIRCHILD BOATS

41 West 43rd Street, New York City

Telephone: MURray Hill 5650

At
the
Show

Yard and Shop

THREE MILLION-DOLLAR YACHTS FOR AUTO CHIEFS

Designs for five luxurious pleasure yachts, to be built for five prominent automobile executives at a cost of \$3,700,000, have been approved and work will be started on them at once so that the vessels can be delivered during the summer of 1929, according to an announcement made by John H. Wells, Inc., naval architect of 11 East 44th Street, and Cox and Stevens, Inc., of 341 Madison Avenue, New York City.

Three of these yachts, costing \$1,000,000 each, will be constructed for Alfred P. Sloan, Jr., president of the General Motors Corporation, Fred J. Fisher, an executive of the same company, and another automobile executive whose name has not been disclosed. The other two orders include a \$500,000 boat for Charles F. Kettering, chief engineer of General Motors, and a \$200,000 yacht for Jules S. Bache, financier.

The five orders, placed simultaneously, are said to involve the largest sum ever expended for the construction of pleasure yachts.

Identical in external design, the million-dollar yachts will be of the clipper-bow type with continuous sheer from bowsprit to stern. They will have an overall length of 236 feet with an overhang of 40 feet. Powered by two 1100 h.p. Winton Diesel airless injection motors, the vessels will have speeds of 15 knots.

Every modern detail, known to marine designers will be added to the yachts to make them luxurious in finish and fittings and to give them the best mechanical aids to navigation and stability ever created by marine architects.

Equipment includes gyroscopic steering devices, gyroscopic stabilizers and electrical devices to warn the captains of open bulkhead doors or fire in any of the compartments. In addition to life boats, each yacht will carry a 45-mile-an-hour speed boat. Beside owner's and guests' staterooms, quarters are provided for a crew of thirty-six.

Mr. Kettering's yacht will have an overall length of 170 feet, 26-foot beam and a speed of 14 knots. The engine room is said to be the most elaborate ever constructed in a boat of this size and includes every known electrical device for mechanical control of the two 500-h.p. Winton Diesel 6-cylinder motors. An electrical synchronizing device, serving as a flywheel, effects simultaneous firing of the cylinders and eliminates vibration. Mercury, carried in two tanks on either side of the vessel, and automatically controlled by compressed air, will serve the purpose of stabilizers. This yacht will be built by the Defoe Boat and Engine Works, Bay City, Michigan and will be ready for launching June 15, 1929.

The yacht designed for Mr. Bache will be 112 feet long with a 19-foot, 6-inch beam and will have a speed of 18 knots. Her power will consist of two 8-cylinder Winton Diesel engines. It will be built at Jacob's shipyard, City Island, N. Y. and is scheduled for delivery by June 1, 1929.

Pusey & Jones, Wilmington, Del., are to build the three million-dollar vessels, Mr. Fisher's to be delivered July 15, 1929, Mr. Sloan's August 15, and the other will be completed by September 15.

DEVELOPMENTS IN THE MARINE ELECTRICAL FIELD

There was a decided progressive trend in the marine electrical field during the year 1928, according to a report on marine activities for the past year, made by the General Electric Company, of Schenectady, N. Y. Most noteworthy was the entry of the all-electric passenger liner, which is bound to have a far reaching influence in the future design of such vessels.

In the turbine-electric field of propulsion, the passenger liners California and Virginia have created great interest both here and abroad. These electrically-propelled ships have established new standards of efficiency, comfort, convenience and "up-to-dateness." Absence of noise, total lack of vibration and steadiness of the vessel proved to be complete revelations to those accustomed to sea travel.

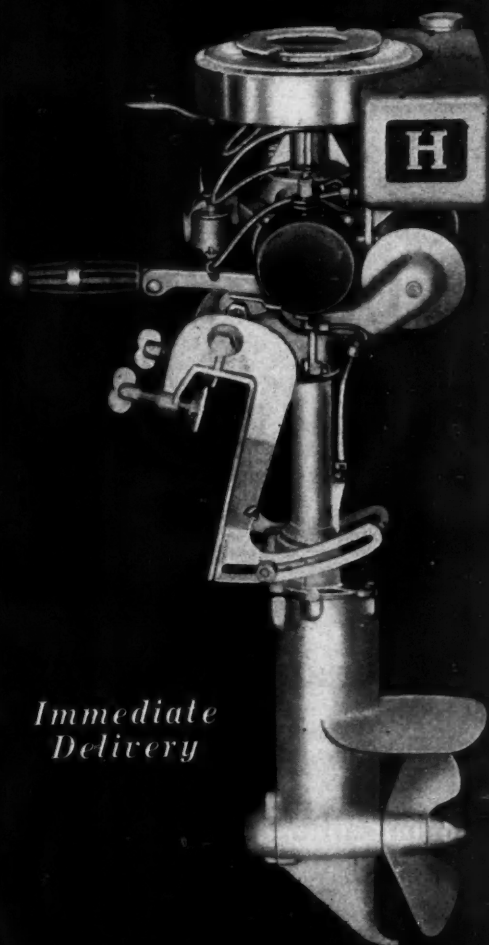
In the Diesel-electric field, there has been a steady, consistent increase in the amount of power applied to a single propeller shaft, and an expansion of its field of application. Three new types of vessels to adopt Diesel-electric drive during the packet boat, and the lightship. It has also been used with the utmost success in sea and harbor tugs as well as in ferry boats.

In installations of this type the main power plant generally consists of several Diesel engine-driven generators, while auxiliary generators connected on the ends of the generator shafts supply the power for the ship's auxiliaries and lights. The main propelling motor is generally connected directly to a single propeller shaft.

HARTFORD

REG. U.S. PAT. OFF.

Sturdy Twin



*Immediate
Delivery*

THE latest improvements are embodied in the new Sturdy Twin weighing only 60 pounds with a speed up to 4,000 R.P.M. Rigidly constructed for long service and dependability.

*The Ideal Combination of Speed,
Dependability and Light Weight*

*Write for folder describing this new Sturdy Twin—The
latest thing in superior outboard motor design*

The Gray & Prior Machine Company

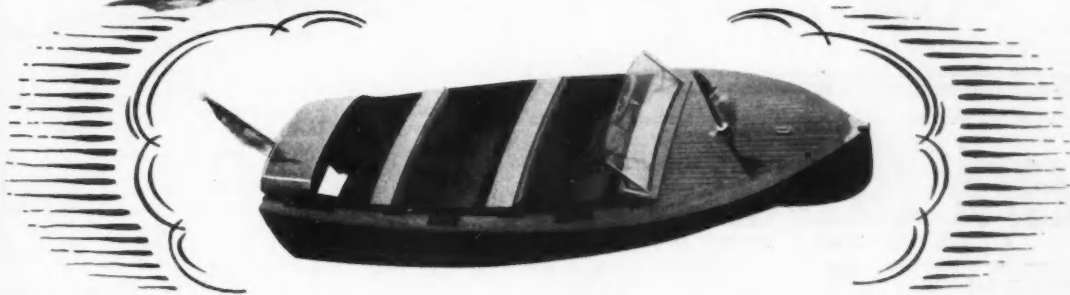
BUILDERS OF HIGH GRADE MARINE MOTORS FOR OVER A
QUARTER OF A CENTURY

101 Suffield Street, Hartford, Connecticut

Branch at 117 Commercial Street, Portland, Maine.

JANUARY, 1929

DEALERS! OWNERS! Get the Facts on this New Boat-



Note large, comfortable cockpits, upholstered seats, and built-in storage compartments.

See This Boat at the
New York Boat Show
January 18-26

Nothing like it ever offered boat dealers and users before. A 16-foot, double-planked, double-cockpit runabout built of finest grade African mahogany at little more than the price of an ordinary outboard. Motor is mounted inboard—completely out of sight. Steers from the forward cockpit by means of large, automobile type wheel. Complete equipment, including plate glass windshield, smart red or green leather seat cushions and backs, anchor and cable, lifting rings, and

many other equipment features. 54-inch beam insures dry, comfortable, seaworthy performance at all speeds. Designed by nationally known authority on runabout design and built by large, substantial, amply financed company.

Now starting powerful national advertising campaign to advise public of its merits. Dealers and owners invited to get the facts now.

Write or wire today for the facts!

Address Dept. 51

DWIGHT LUMBER COMPANY—Boat Division
Detroit, Michigan

DEALERS!

Mail Coupon for Franchise Information

If you are interested in a moderately priced,
quality-built, family-type runabout, backed
by aggressive national advertising, mail
coupon now.

Name _____

Address _____

City & State _____

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Mention MoToR BOATING, 57th St. at Eighth Ave., New York.

See BRANFORD

Quality

OUTBOARD MOTORBOAT
CONTROL SPECIALTIES

At the
Motor Boat Show
New York

Spaces 77-78-79-80

The Malleable Iron Fittings Co.
Branford, Connecticut

World's Fastest Outboard Craft Are Consistent Users of

BALUBRICOTE

The BOTTOM COAT for FASTER BOATS

BALUBRICOTE

Put Up in Quarts
Costs You
\$2 Plus Postage
Gallon Price - \$7.50
Sent Parcel Post
Anywhere, C.O.D.
Prices slightly higher
West of the Rockies

Balubricote the bottom of your boat now while she is out of the water. Note the slippery smooth surface produced by Balubricote, and you will at once appreciate the advantage this preparation gives your boat in greater speed.

Builders and racers everywhere recommend Balubricote to you for use on all types of power boats. Balubricote will be at the New York Show on display at dealers' and builders' booths.

Ask Your Dealer for BALUBRICOTE
Or Order Direct from Makers

BAHL CHEMICAL CO., 194 Elm St., Fall River, Mass.

E. J. Willis Co.
85 Chambers St., New York

Raymond V. Morris Co.
San Diego, Cal.

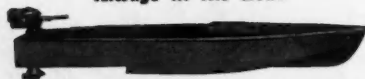
Standard
Since
1899



For
Racing
or
Pleasure

THE WHITE STEP HYDROPLANE

"Always in the Lead"



White's Latest! Note the low bow—the extra "step"—its outstanding style. Individually built by the makers of the famous WHITE Boats and Canoes for over a third of a century is a guarantee of well seasoned stock, finest equipment and workmanship. Here's just the boat you want to lead the 1929 race. Write for specifications, price and catalog. E. M. White & Co., 175 White St., Old Town, Maine.

Outboarding Through Florida

(Continued from page 158)

It seemed ironical that a perfectly good, \$35 first-aid kit should be totally lacking in eye remedies but it was a fact, and the pioneers had to resort to the primitive, boiled river water and hot applications. At Mount Dora, when medical aid was finally obtained, the doctor allowed that the first-aid treatment had been most effective.

Grahamville had been reached at 3 p. m. and served as a fueling station. The passing of Dilk's Bluff showed that 123 miles had been run off, and then Silver Springs Run was entered and Jacob's Well was passed.

Silver Springs are one of the real wonders of the world but, lacking proper press-agency, they are not as widely known as their merit indicates they should be. Silver Springs are the outlet of an underground river which pours forth 300,000,000 gallons of water very twenty-four hours. The largest basin is 85 feet deep and 200 feet wide. White sands cover the bottom and are always in gentle, rolling, turning motion. Fish and turtles, resting on the bottom, cast clearly silhouetted shadows as do the weeds and moss among which these creatures play. The clarity of the water is almost indescribable but some writer gave a very good idea of it when he said that his boat seemed suspended in the air rather than afloat on a lake.

Along the river, particularly in this vicinity, are Indian mounds from which many stone and copper utensils have been dug and into which anthropologists have probed in their search for confirming evidence of a prehistoric race. Not far away is the Bone Yard where animals now come down to drink, just as they have done for aeons, and today they walk over the buried bones of those pleistocene and paleolithic mammals which once roamed over this part of the earth. From the Bone Yard have been recovered the bones of whales and other marine animals as well as those of mastodon and prehistoric hippopotami.

Our adventurers continued on down the river and camped just below Moss Bluff, which is the natural source of the Ocklawaha but has fallen from its high estate because of the canals which have been dug in Florida's great drainage project. The actual source of the Ocklawaha is now Lake Griffin, farther south at Leesburg. Lake Griffin now drains into the St. Johns through the Ocklawaha and the U. S. War Department made an appropriation in 1926 of \$10,000 to improve the canal from the lake to the river, so that navigation will continue to improve throughout this watery wilderness.

The following morning the buzz-boats arrived at Moss Bluff and were confronted by a lock in the canal. No tender could be found so the amateurs operated the locks themselves and made a workman-like job of lifting their boats 6 feet. A power plant has been located here to generate current for Ocala and the little towns in the immediate vicinity.

A short run brought them to Lake Griffin which they entered on the north and crossed within sight of Leesburg. Along the shores of Lake Griffin in this vicinity are wild turkeys, doves and quail which invite the sportsman who uses a gun. A course southeastward brought the boats to Haynes Creek and they arrived at the railroad bridge just above Eustis at 10 a. m. Eustis is the home of the Presbyterian College and an important inland centre.

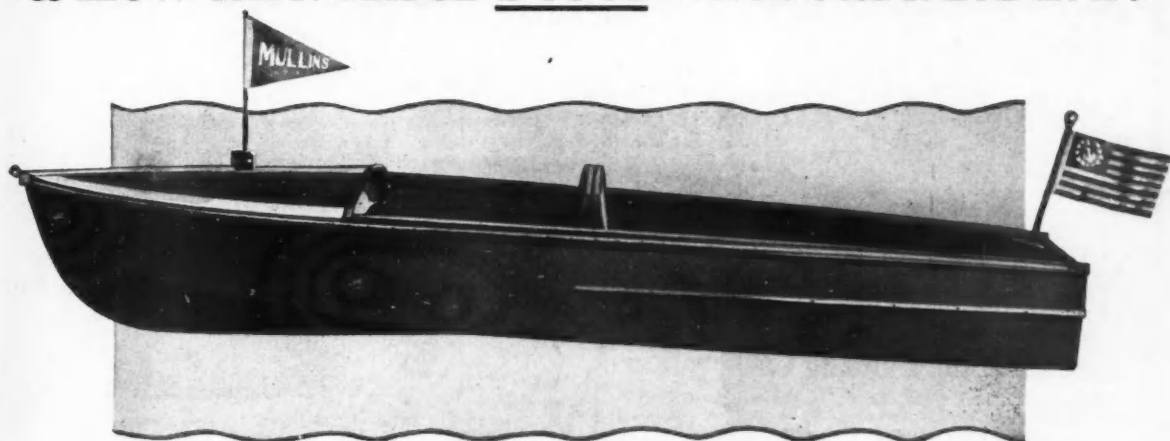
Passing the railroad bridge, they continued on through Haynes Creek to enter Lake Eustis which they crossed to enter the Dora Canal which leads to Mount Dora. Crossing this lake, they passed Tavares at 2 p. m. and arrived at Mount Dora shortly afterward where they got gas and medical treatment for Merrill's damaged eye. Within an hour, they were on their way again, and passed through Lake Beauclair which is connected by a very long canal to Lake Apopka. This canal was most annoying clogged with water hyacinth and grass which made outboarding a difficult sport so that the north shore of Lake Apopka was not reached until 5:30. It was a bit early to camp and inasmuch as Winter Garden had been chosen as the destination on this part of the run, the trip across Apopka was made in the full glory of a Florida sunset.

Millions of ducks make Lake Apopka their home and were so tame that they would hardly kick themselves out of the way of the boats. The great flocks stretched away to the sunset as far as the eye could reach. In the distance, each flock looked in its density, like a low-lying island and it was only the certainty that no land lay ahead that kept the boats on their course at speed. No breeze ruffled the waters and they reflected the glory of the sunset, its red and gold, its green opalescence, without suggestion of distortion or defacement of the silent wonder of the hour. The cruisers tied up at the boat yard Sunday night at 6:30.

(Continued on page 174)

Announcing

a new and finer Steel Outboard for 1929



THE NEW MULLINS STEEL KING

HERE'S a boat that will give you launch comfort with lifeboat safety at outboard cost. It has grace and speed in every line . . . responds to your fancy like a living thing. Puncture-proof and care-free, it skims the waves with effortless ease . . . turns on a dime without a skid.

The Steel King does all the work . . . lets you have all the fun. It's ready when you are, for any trip in any weather. Its steel hull never needs scraping, calking or patching. The ample air chamber under the bow will keep it afloat even when full of water. This is the one outboard it's a *pleasure* to own.

For a fishing trip or a family outing . . . a breathless race or an hour's idling . . . the Steel King is *there* with everything you want . . . and a lot more than you expect of such

an inexpensive boat. Best of all it will last for years, with no other care than a coat of paint. The heaviest motor won't hurt it a bit. You can race your Steel King at thirty an hour without opening a seam. That's the kind of a boat to get.

It's a thorobred from stem to stern . . . a sleek steel beauty just waiting to crowd each summer day with new delights . . . at a new low price that is almost unbelievable.

Mullins Manufacturing Corp., Salem, Ohio



If you want to make this summer one long vacation . . . if you want to see how handsome, safe and comfortable an outboard boat can be . . . write for the new Mullins catalog featuring the Steel King.



Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York

Outboarding Through Florida

(Continued from page 172)

A chain of lakes lies between Winter Garden and Kissimmee but they lack connecting waterways at present. This fault will undoubtedly be corrected in the immediate future because the plan to make possible uninterrupted water travel is being splendidly supported. However, the jump from Winter Garden to Kissimmee now has to be made overland by a portage which leads through Orlando. Orlando is one of the most beautiful cities in Florida. Without profaning its beauty in a feeble attempt at description, perhaps it is best to say that, if you can imagine New England's Old Deerfield in a tropical setting, you will have a fair idea of the beauty and serenity of the residential part of Orlando. Downtown, it is as busy as Boston's Scholay Square. The two boats were portaged by motor truck for the 33 miles at a cost of \$20 which suggests that all public servants in Florida are not robbers.

At Kissimmee, the boats were launched on Lake Tohopaulaga and bearings were taken for two tall eucalyptus trees marking the entrance to the canal which leads into Lake Cypress. Crossing Lake Cypress, the entrance to the canal which leads into Lake Hatchinhaw was picked up without difficulty and compass bearings were taken to assure accuracy in crossing to reach the canal leading into Lake Kissimmee. Next to Okeechobee, Kissimmee is the largest lake in Florida. Camp was pitched on the shore of Lake Kissimmee.

For an hour and a half, the boats ran a compass course to hit the entrance to the Kissimmee River which was followed to Kicco, a cattle camp which was formerly occupied by the Kissimmee Island Cattle Co. and is now occupied only by a family of caretakers who supplied gas in the heart of this wilderness, despite the fact that it has to be transported from Okeechobee City, at the same price that was charged at Kissimmee. This supply station was a great convenience. Without it, the boats would have had to carry a 40 gallon supply.

Here in the Kissimmee River the first serious navigating difficulties were encountered. Acres of water hyacinths blanket this river at certain seasons and this was the season—no doubt about that. The water rushed to the edge of the flocks and then disappeared as completely as though it had gone through a hole in the earth. At the first jam, the navigators found a narrow opening at one side and pushed and pulled the boats over and through. At another jam, they kept the engines running full speed and leaned over the bow and poked and pulled the hyacinths aside. Then, another jam presented itself which was too solid for such maneuvers.

Putting one foot gingerly overside, it was found that the jam was as solid as earth itself. The first boat was dragged across without anything more exciting than wet feet and then, two of the adventurers went back, picked up the second boat bodily and carried it over. Some idea of the density of the jam is indicated by its power to support such weight on a floating concentration of bulbs about the size and shape of a fair sized sweet potato. These water hyacinths are curious plants. For weeks, they blanket acres of lake and miles of river with their glossy green leaves and pale blue blossoms. Faded, they surrender their position and float down-stream where they eventually reach the salt waters of the Atlantic and quickly die. They are the only plants in the world which are known to commit suicide when their period of usefulness is ended. Until just recently, no value was attached to them but Thomas A. Edison had discovered that they make excellent fertilizer.

Other jams, less severe, were encountered but it was always possible to get through or around them with nothing more than fun-provoking opposition, and Micco was reached. The naming of this port sounds as though the adventurers had again arrived at somewhere, but that is just an impression. Micco was probably a hunting and fishing camp once, but it appears to be only a memory now. The journey was continued to the edge of civilization where the Seaboard Airline Railway crosses the river. Here, they decided to camp.

Wednesday morning, an early start was made and a good run promised until they reached the County Highway Bridge at noon. Here they obtained more fuel and continued on through clear water to Lake Okeechobee, which they reached at 4 p. m.

Lake Okeechobee looked like clear sailing, and they started to cut merrily eastward toward Okeechobee City, but didn't get far because of the tangle of grass. To avoid it, they kept edging off until they were four or five miles out. Then they picked a course by a white beacon which marks the entrance to the creek leading to Okeechobee City and arrived there at 5:30 p. m. Because they had chosen to enter the Inland Waterway at Fort

(Continued on page 176)

CAPE COD BOATS




DON'T BUY A BOAT
until you have seen our exhibit on the main and mezzanine floors at the Motor Boat Show, Grand Central Palace, New York.

POWER DORIES AND LAUNCHES
20 foot Motor Dories. Safest sea-going family boat built.
20 foot Runabout. Four cycle, four cylinder engine. A beautiful job.

OUTBOARD MOTORBOATS
Various models for high speed, general utility and sea-going.

*Send for Illustrated!
64-Page CATALOG!*

CAPE COD BABY KNOCKABOUT
This model is brought out to meet the demand of various yacht clubs and individuals, a number of yacht clubs having adopted this boat as a standard racing class. Some clubs have fleet of 30 boats. All Cape Cod boats are standardized built.

ROWBOATS
10, 12, 14 feet long. Of various models. Strong, well-built and safe.

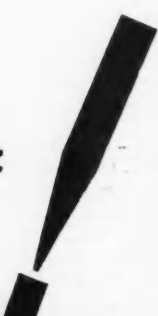




Cape Cod Ship Building Corporation

Showroom, Main Office and Works, Wareham, Mass.
Export Office, 25 Broadway, New York City
Branch Office, 18 Tremont Street, Boston, Mass.

Watch for ACME BOAT Announcement for 1929 in February Show Number



Time Those ICE YACHT, SCOOTER and SKATE SAIL RACES with a PASTOR

Watch-Stop-Watch
Stop attachment independent of watch movement. Keeps accurate time and is always ready to show seconds and fifths of seconds. Nickel finish case, unbreakable crystal. Fully guaranteed.

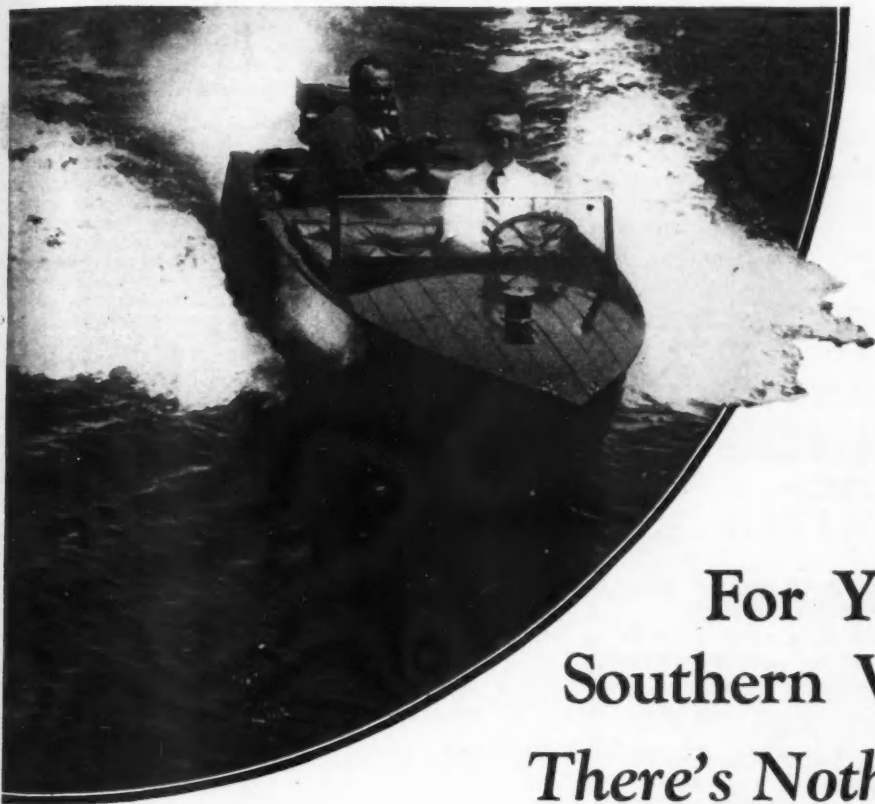
No. 100 Yacht Timer \$15.00
No. 3 1/5th second. 30 Minute Register Timer \$12.95

THE STERLING STOP-WATCH COMPANY
Dept. M. 15 East 26th St. New York, N. Y.



\$9.95

JANUARY, 1929



New
Low Price

\$369

F.O.B.
Laconia, New Hampshire
Completely Equipped

For Your
Southern Vacation
There's Nothing Finer

LACONIA SPORTSTER

GOING South for the winter? What more enjoyable time could you have than touring Florida's enticing waterways in a Laconia SportSter? Speed of 35 miles an hour with a class E motor and proportionately fast speeds with motors of smaller sizes.

The Laconia SportSter is not only a boat to be proud of, but it is a craft that will outlast many seasons of severe use. The bottom, sides, deck and stern are Philippine mahogany hand-

Southern Dealers!

Now is the time to apply for the Laconia dealership. Have a boat on hand for demonstration. Laconia dealers are backed by mass production, insuring prompt shipment from factory. Write or wire for dealer proposition.

somely finished. The bottom is protected with non-fouling composition. Equipment is absolutely complete, ready for motor.

Laconia SpeedSter, a 12' 4" double cockpit hydroplane, which also is constructed of Philippine mahogany, is available for immediate shipment, completely equipped, \$199. Order now for Southern delivery. You can purchase on the deferred payment plan from authorized Laconia dealers.

LACONIA SPECIAL

a companion boat to SpeedSter and SportSter, a new high-grade runabout developed especially for use with the new and most powerful motors, will be announced in January.

LACONIA CAR COMPANY
LACONIA, NEW HAMPSHIRE

Mention MoToR BOATING, 57th St. at Eighth Ave., New York.



PENN YAN BOATS

Enjoy a Penn Yan boat this year! Fast, luxurious family outboard runabouts for big motors; practical, dependable boats for fishing, hunting and camping; extreme speed models, auto canoes; sailing dinghies; row boats. Penn Yan Boats are light, durable, seaworthy and surprisingly economical. Send for your copy of complete FREE catalog, illustrated in colors.

PENN YAN BOAT COMPANY, Inc.

15 Water Street Penn Yan, New York
Inspect the latest Penn Yan Models at the New York Motor Boat Show, January 18-28.



STANNUS SPECIAL Speed Wheels for OUTBOARDS

are consistently establishing new records.
Make your outfit a winner by using a Stannus Wheel. Price: \$10.00

STANNUS PROPELLER CO.
3401 Illinois St., Detroit, Mich.
Every genuine wheel is stamped with the name Stannus

The SKIBOARD

A Self-Propelled Aquaplane

Speeds up to 30 miles per hour. Steers by shifting body weight. Non-sinkable. Non-collapsible. Suitable with any motor. Fits easily on tops of automobiles. Patents pending.

Attractive territories now open
for active dealers.

Skiboard Corporation

72 Hubbard Street. Brooklyn, N. Y.

THE SQUARE BOW

On All Hooton Boats Is There for a Reason

It is safer, dryer, more seaworthy, and will not swerve you. The underbody also is arranged first of all for safety. The amazing speed which has enabled these quality hydroplanes to win 192 races adds mightily to their superiority for family use.

GORDON B. HOOTON

585 Grandville Avenue
Grand Rapids, Mich.



Outboarding Through Florida

(Continued from page 174)

Pierce, a portage from Okeechobee City was necessary for 30 miles. Here, again, Florida's fairness to real adventurers was shown in the charge of \$18 for making the trip which was accomplished in two hours.

Civilization looked good. Humans and luxuries had been largely missing. After leaving Kissimmee, the travelers saw neither a person, nor a cow, nor any other suggestion of human occupancy of the country until they came into contact with the lone bridge-tender at the Seaboard Airline Railway Bridge. Then came the County Highway Bridge which put them back into the land of automobiles and out of the land of alligators, turtles and such. Little wonder that civilization looked good, and that a hot bath in a Fort Pierce hotel was a luxurious treat.

The run for Jacksonville up the Indian River was started the next morning at 8:20 and Melbourne was reached at 2 p. m., where they watched an outboard regatta. They arrived at Cocoa at 5 p. m. and were royally entertained by the Outboard Motorboat Club. Friday morning they left at 8:15 and arrived at Daytona at 5 p. m.

At 8:45 they started out for St. Augustine and arrived at an ideal camping spot one mile north of St. Augustine at 4:15. Nearness to home urged an early start in the morning and they were off again at 7 to arrive in Jacksonville at 1 p. m.

In speaking of the trip, Mr. Merrill said that the two Johnson Big Twins did not miss once as far as he knew; they changed no spark plugs; and he calls them "the most remarkable engines I ever saw."

Temperature on such a trip is an important item and it was as low as 34 degrees much of the time. For such a trip in Florida, late September or early October, and after, is the ideal season.

OUTBOARD ASSOCIATION FORMED

At a meeting held in Detroit recently, representatives of national and local boating organizations, and manufacturers of outboard boats and engines, formed what will probably become the country's largest National Sports Association. The name of the new organization is the National Outboard Association.

The Board of Directors consists of a total of 21 directors, some of whom serve for one, some for two and some for three years. The one year directors will be replaced by election at the First Annual Convention, which is planned for January 1930. The directors and their affiliation are as follows:

Name	Affiliation	To Serve for
Daniel Pratt	Pacific Motor Boat	1 year
J. G. Robinson	Power Boating	1 year
G. C. Gillies	M. V. P. B. A.	1 year
Frank Wigglesworth	N. E. O. M. A.	1 year
D. W. Campbell	M. V. P. B. A.	1 year
A. F. Bobrick	A. P. B. A.	1 year
W. E. Willis	E. J. Willis Co.	1 year
A. L. Lockwood	Lockwood Motor Co.	2 years
A. T. Griffith	M. V. P. B. A.	2 years
D. K. Chadbourne	Johnson Motor Co.	2 years
C. E. Stouch	Sea Sled Corporation	2 years
J. Stern	Elto Outboard Motor Co.	2 years
W. E. Lyman	Lyman Boat Works	2 years
J. C. McKee	Mullins Boat Co.	2 years
C. F. Chapman	Motor Boating	3 years
C. A. Herrmann	Penn Yan Boat Co.	3 years
T. L. Smith	Caille Motor Co.	3 years
William Gibb	Laconia Car Co.	3 years
M. Cross, Jr.	Cross Gear & Engine Co.	3 years
Fred Martin	Boyd-Martin Boat Co.	3 years
H. Biersach	Evinrude Motor Co.	3 years

The membership will consist of outboard motor and boat owners, and will be nation-wide. The National Outboard Association will cooperate in every way possible with existing outboard associations. It is planned to give the owners a national service on outboard matters, such as cruising, racing, insurance, and publication. The Association will devote itself to the important national problems of securing better docking facilities, the creation of marine parks, and the development of better waterways. The development of municipal facilities for the small boat owner will receive a large share of attention. Construction information on waterway travel and other subjects of interest will be disseminated. All racing rules and regulations will be formulated by a racing commission, composed of appointed A. P. B. A., M. V. P. B. A., and N. O. A. members. H. Biersach, Milwaukee, is acting as temporary chairman, and J. Stern, Milwaukee, as temporary secretary of the Association.



Reeling Off her 25 per— the new Dunphy Outboard Runabout!

Here's a trim little 17-footer which will deliver 25 miles an hour with any of the larger motors, and with a four-passenger load.

She is mahogany planked, natural finish, and is equipped with upholstered seats and substantial upholstered back rests. Her ample 56-inch beam means real comfort even for six passengers.

A carefully designed "V" bottom construction makes her ride an even keel, and enables her to navigate rough water without pounding and with dry cockpits.

She is equipped with steering wheel, running lights, chocks, cleats, etc., and is full copper and brass fastened.

Priced at only \$375, fully equipped. Also a 16-footer on the same lines for \$175!

We'll be glad to send you full particulars, together with specifications of the other new Dunphy leaders among both inboard and outboard motorboats.

A glimpse of the new Dunphy Sand Dab. A 25 miles per hour boat with six passengers roominess, and only 12-inch draft. She's a sweet little runabout and reasonably priced.



OUR 1929 CATALOG
is ready—a copy
is yours for the asking

DUNPHY BOATS

DUNPHY BOAT MANUFACTURING COMPANY Dept. MBG-1 EAU CLAIRE, WISCONSIN

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BEATS
the World
on BOATS

CATALOG
FREE!

Save Money
Order by Mail

Please state the kind of
boat you are interested in
Two Large Factories

THOMPSON BROS. BOAT MFG. CO.
219 Ann St. Peabridge, Wisconsin
119 Elm St. Cortland, New York

OUTBOARD MOTOR BOATS—A complete line of strictly up-to-date racing models, good for over 30 miles an hour. Also some entirely new models for general pleasure use with a speed of 20 to 26 miles an hour. Built strong and durable and absolutely safe.

Rowboats \$44.00 and up—The most complete line ever offered, at real money-saving prices.

Motor Boats—With or without Engine. Fast, handsome Craft at money-saving prices.

Write to Either Place

ATLANTIC RADIO & MARINE CO., Inc.
20 Brookline Avenue Boston, Mass.

New England Headquarters for
CHRYSLER MOTORS
STEARNS EXTRA RESERVE MOTORS
CORSAIR CRUISERS
HERBST and LYMAN OUTBOARD BOATS
LOCKWOOD OUTBOARD MOTORS

Also distributors for: Dart, Downeaster and Dunphy Runabouts. Cate Craft, Hooton, Curtis, Dunphy and other Outboard Boats. Duplex Marine Oil.

Prompt and Efficient Service Assured

ELGIN TACHOMETER
for
OUTBOARDS
with
SPECIAL DRIVE

Installation requires about 2 minutes for
Johnson, Evinrude, Elto, Lockwood

Tachometer Reads Direct 0—5,000 r.p.m.
TACHOMETER DIVISION
ELGIN NATIONAL WATCH COMPANY
EAST CENTRAL WEST
W. & J. Tiebout Geo. B. Carpenter Co. Seattle Marine
New York City Chicago Equip. Co.
SOUTHERN CALIF., Clem Stoss, San Diego WEST. CANADA
Hoffers, Ltd.

ZIPABOUT

The Playboat with
Racing Speed!

If you want a real fast boat, of fine appearance, to play around in, and able to race, you want this all mahogany beauty.

Length
10 ft. 6 inches
Beam 4 ft. inches
Brass and Copper
Fastenings
Designed by
B. T. Dobson

Zipabout made a splendid record in 1928 for speed and seaworthiness.

Rough water that proves the undoing of so many outboards simply serves to emphasize the superiority of Zipabout as a sturdy playboat with racing speed.

B-D BOAT CO., 31 No. 7th Street, Fall River, Mass.

What Should New Rules Be

(Continued from page 155)

special favors for a few is a bad rule and will ultimately kill racing. For example, if we should say that the length of one lap of the course must be 3 miles, then this rule would bar racing in over 50 per cent. of localities which might desire to race and therefore would be a bad rule, although there might be some advantages in having a standard 3-mile course everywhere. Also, if we prohibited the man from racing who had found a way to get more speed out of his motor than the factory could give him, this would be bad also. But we should keep in mind that this latter instance is a special case and one by far in the minority. We should not require the majority who are not interested in special developments to be obliged to always race against such special interests. In other words we must provide enough classes to meet all practical conditions. It does not necessarily follow that all such classes must be scheduled in every regatta nor does it follow that the rules should not provide for such contingencies and such classes simply because every regatta everywhere is not interested in every class. Conditions differ everywhere and people think differently at different places so the rules should be broad enough to cover all these differences.

STOCK OR NON-STOCK MOTORS

It is very evident that the only solution to the stock motor problem will be to provide a class requiring that the motor shall be stock and another which places no restriction whatsoever on the motor with the exception of the usual piston displacement requirements, with the possible exception that the major motor parts must be manufactured by one of the existing outboard motor manufacturers. In the 1928 races, generally speaking, most racing organizations specified that the motors must be stock but in a number of instances such a rule was unworkable. In most regattas we believe the rule was lived up to but in others there was pretty good evidence of flagrant violations. The bad part of any rule requiring only stock motors is the difficulty of determining whether the motor is really stock. Very few Committees are equipped either with the knowledge of what constitutes a stock motor or with the machinery or tools for determining whether this or that number is really stock. Even with the knowledge to determine the points at issue, yet to carry the rule into working effect, it is a serious handicap, not only upon committees but upon the racing man and owner of the power plant. It is doubtful whether a motor which has been examined by even the best of technical committees, as it should be examined to determine this question of stock, is quite as good after the examination as it was previous thereto.

Of course there are thousands of racing men in this country who are interested only in stock racing and would immediately drop out of racing should the stock classes be eliminated altogether and a rule substituted therefor which would place no limitations on the motor other than the piston displacement requirements. Therefore, the only practical solution to the problem seems to be the establishment of both stock and non-stock classes. If such classes were established, the danger that non-stock and special jobs would race in the stock classes would still prevail. However, if it were made a part of the rule that stock motors cannot race in non-stock classes and that any motor competing in the non-stock class would be forever barred from competing in the stock class, then the question might be solved with a fair degree of success. Of course this would mean an accurate record must be kept, by committees, of motors competing in non-stock classes, the serial number and other particulars. Such information would have to be broadcast and passed along to race committees in subsequent regattas. This detail might be handled by means of a registration card issued to every driver, which registration card must be presented to the Race Committee at each regatta and held by them until the regatta was over. The race committee would enter upon the reverse side of such a registration card the details of the motor, etc., class in which it competed, place won, etc.

AMATEUR AND PROFESSIONAL

This has been an unsolved problem for years and probably will be the source of discussion way into the far distant future. Other sports have been trying to solve it with a doubtful degree of success. Few people like to be called novices yet the same ones object strenuously when they are rated as professionals. There are no words in the English language that mean what most of us have in mind when we refer to amateurs and professionals in outboard racing. The definitions used in tennis, golf, baseball, etc., will not do.

A year ago Commodore Still of the American Power Boat Association appointed a committee to try to solve the problem. Mr. Bruno Beckhard was chairman and he drew up a very able

(Continued on page 180)

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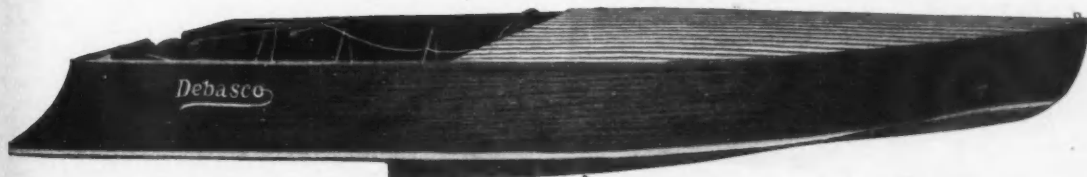
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Another Magical Achievement—The "TRADE WIND"
A 15'6" double cockpit family sea skiff runabout. It combines the dependability—comfort and dignity of the Trade Winds with the remarkable speed of 25 miles per hour. Priced at \$215.00 it offers more boating advantages than any other craft anywhere near this price.

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What Should New Rules Be

(Continued from page 178)

report to be presented at the annual meeting. We can think of no better way to give the views of the Committee than to print Mr. Beckhard's report, which will be found on page 20 of this issue.

OFFICIAL RECORDS

On the question of records much could be written. Up to the beginning of 1928 there was little regulation of what constituted an official record or few rules under which records could be established. People, communities and publicity seekers realized that about the cheapest kind of publicity or the easiest way to get on the front page was to establish a so-called world record. If they were not too sure as to how their product would stand up in real competition they were careful not to go after a "record" which had already been established but would pick something new, as for example, speeding across the Hudson River at about 18 miles an hour, or around Manhattan Island in two hours and claiming a world record for their performance. They were truthful in their claims and had a perfect right to them. Kalamazoo wanted front page publicity so they promptly scheduled an outboard regatta, and set up a 117/32 mile course. The first boat to finish showed a speed of little under 20 miles an hour but next morning the papers carried the news about a new world record, not mentioning, of course, the speed. But it was a world record and no one could dispute it, for the simple reason that never before had a race been held on a 117/32 mile course.

Naturally, records established in line with the above routine meant less than nothing. But they were every day occurrences. They led to misleading and confusing news and advertising. Therefore, in the 1928 rules there were provisions for definite distances on which records could be established, namely 1 mile, 2 miles, 2 1/2 miles, 3 miles, 4 miles, 5 miles, 6 miles, 10 miles and 25 miles in competition, and one mile speed trials. Records for each of these distances are allowed in each of the classes A, B, C, D, etc. During the year about 70 new American records were established for these distances and classes (See page 22 of this issue for complete list of records).

The ideal condition would be to allow a record only for the fastest speed in each class, irrespective of the distance but this would be unfair for several reasons. First, a record of say 30 miles an hour, made on a 5 mile course would not mean the same thing as a one mile record made on a one mile course or a 5 mile record made by going 5 times around a one mile lap. Then again, as conditions differ so at various locations, only a few locations possessing the ideal qualities for records, a very few localities would ever have a chance to establish a record. The chance to set up a new record is one of the main incentives of racing. Therefore by having several distances over which records will be recognized leads to a more general interest in racing and somewhat equalizes the inequality in physical conditions.

Some will contend that records to be worth anything should be established on courses of the same length, that is, a course of standard length, say 2 miles, or 2 1/2 miles or 3 miles for example, should be specified. While this assumption has theoretical merit yet it defeats our fundamental, that we should provide racing for the greatest number. If the 2 mile course were decided upon as the standard length then there are hundreds of places which would be barred from racing on account of geographic conditions. Detroit, for example, could not possibly lay out a 2 mile course to advantage and there are many people that believe that the annual Detroit races are as important as any in the country.

As a matter of fact there are few localities where races are held that would admit that their races are of lesser importance than others. They all want a chance to establish records and are entitled to such a chance provided, of course, they conduct their events according to approved methods and regulations.

Carrying the same reasoning a little further along the same lines, many will believe that only records established on the one and same course should be recognized but the same objections hold. And furthermore who is to say where this course is to be. Suppose it was at New York, how much co-operation could be had from Detroit, Florida, Peoria, or Los Angeles—not much, and reasonably so, too. Even if such a regulation were decided upon there would be no way to stop the localities that did not favor the rule from making their own claims for records, any more than we can now stop nearly every regatta being called a National Championship. We have so many championships now that they almost outnumber the number of boats racing. On one day last summer there were six national championship regattas all taking place on the same day but hundreds of miles apart, with the same classes scheduled.

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